

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1897-98.

BY

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PART I.



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CONTENTS.

	Page.	Paragraph.
CHAPTER I.		
GENERAL.		
General summary of results—		
Total length of railways open and sanctioned on the 31st March 1898 compared with the previous year .	1	1
Mean mileage worked during 1897 compared with the previous year .		
Total capital outlay on railways open to traffic on the 31st December 1897 compared with the previous year .		
Gross earnings, working expenses, percentage of working expenses on gross earnings, net earnings and statistical return on the capital expenditure during 1897 compared with the previous year .		
Classification of railways	1	2
Sanctioned mileage—		
Total mileage of railways open and sanctioned on the 31st March 1897, distributed under different gauges .	1—3	3
Additional mileage sanctioned for construction and details of sanctions during 1897-98, distributed under different gauges .		
Total mileage open and sanctioned on the 31st March 1898, distributed under different gauges .		
Open mileage—		
Total length of railways open for traffic on the 31st March 1897, distributed under different gauges .	3—4	4
Additional length of railways opened for traffic during 1897-98, distributed under different gauges .		
Total length of railways open for traffic on the 31st March 1898, distributed under different gauges .		
Mileage of steam tramways working outside municipal limits open for traffic on the 31st March 1898 .		
Total mileage under construction or sanctioned for construction on the 31st March 1898, distributed under different gauges	4	5
Addition to open mileage subsequent to the close of the year 1897-98	4	6
Important works completed and in progress on the 31st March 1898, on the following railways :		
East Indian railway	4—7	7
Bengal-Nágpur railway		
Indian Midland railway		
North Western State railway		
Oudh and Rohilkhand State railway		
Eastern Bengal State railway		
East Coast State railway		
Bezwada-Madras railway (Ennúr-Bezwada section)		
Great Indian Peninsula railway		
Bombay, Baroda and Central India railway		
Madras railway		
Southern Punjab (Delhi-Samásata) railway		
South Behar (Luckeeserai-Gya) railway		
Hardwar-Dehra railway		
Tápti Valley railway		

CHAPTER I—*contd.*GENERAL—*contd.*Important works completed and in progress, etc.—
concl'd.

Bina-Goonā railway	
Bengal and North-Western railway	
Rajputana-Malwa railway	
Assam-Bengal railway	
Burma railways	
Shadipalli-Balotra railway (British section).	
Ahmedabad-Párantij railway	
Brahmaputra-Sultanpur railway.	
Mymensingh-Jamálpur-Jagannathganj railway	
Segowlie-Raksaul railway	
Nílgeri railway	
Birur-Shimoga railway	
Hyderabad-Gódvári Valley railway	
Jodhpore-Bickaneer railway	
Oodeypore-Chitor railway	
Dhrángadrá railway	
Káraikkal-Peralam railway	
Gaekwar's Dabhoi railway	
Rajpipla railway	
Cooch Behar railway	
Gwalior-Sipri railway	

Page.

Paragraph.

4—7

7

Principal events during the official year 1897-98—

General question of the merits of light commercial feeder railways and the gauge to be adopted for them, as also for military light lines

Railways under negotiation for construction under "branch line terms":

Gogri-Bháptiáhi.	
Bhágálpur-Bausi-Baidyanáth	
Ahmadpur-Baidyanáth	
Láksám-Noakhali-Ichakhali	
Amritsar-Tarn Táran-Sarháli	
Jullundur-Hoshiárpur.	
Mutupet-Avadayárkóvil	
Kalka-Simla	
Coonor-Ootacamund extension, Nílgeri railway	
Madura-Pamban	
Kurnool Road branch.	
Bezwada-Masulipatam	
Sábarmati-Dholka	
Nariad-Kapadvanj	
Chandipur-Taki.	

7—8

8

Earthquake in June 1897 and damage caused

Movement of troops, animals and stores over the North Western State railway in connection with the military operations on the North Western Frontier

Transfer of the maintenance of the Bezwada extension railway to the East Coast State railway from the 1st January 1898

Working of the Ledo and Tikak-Margherita Colliery branch by the Dibru-Sadiya railway from the 1st January 1897

Capital outlay and cost per mile—

Total capital expenditure on all railways, including unfinished lines, up to the 31st December 1897, distributed under different gauges

Total capital outlay, including steam-boat service and suspense accounts up to the 31st December 1897, on open lines, the average cost per mile of railway open, and the average cost per mile of single track, including sidings, distributed under different gauges

8

9

CHAPTER I— <i>contd.</i>	Page.	Paragraph.
GENERAL— <i>contd.</i>		
Graphic diagram showing open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1897	8	10
Map showing, according to gauge, the railways under construction or sanctioned for construction on the 31st March 1898	8	11
Gross earnings—		
Gross earnings during 1896 and 1897, distributed under different gauges	8—9	12
Percentage of the total gross earnings during 1897, earned by railways of different gauges		
Distribution of gross earnings under the main heads of account and under different gauges		
Passenger traffic—		
Number of passengers carried, passenger-miles, passenger earnings, and earnings from other coaching traffic, during 1896 and 1897, distributed under different gauges	9	13
Goods traffic—		
Aggregate tonnage of goods, material and live-stock carried, ton-mileage, and earnings, during 1896 and 1897	9—10	14
Quantities of general merchandise; and of total goods (including materials and stores for home lines), military stores, and coal and live-stock for the public and the earnings therefrom, excluding the traffic of the special gauge lines, during 1897 compared with the previous year		
Approximate earnings for the first quarter of 1898—		
Comparison of approximate earnings for the 1st quarter of 1898 with the actuals of the corresponding periods of 1897 and 1896, distributed under different gauges	10	15
Working expenses—		
Total working expenses during 1897 compared with the previous year, distributed under different gauges	10	16
Percentage of expenses on gross earnings under the several departmental heads, distributed under different gauges; as also the averages of all lines		
Net earnings—		
Total net earnings realised during 1897 compared with the previous year, distributed under different gauges	10	17
Return on capital—		
Statistical return on the capital expenditure on open lines, including steam-boat service and suspense accounts for the year 1897 compared with the previous year, distributed under different gauges; as also the average of all lines	11	18
Financial results—		
Estimated financial results to the State of working the Indian railways for the financial year 1897-98 compared with actuals of the previous year	11	19
General remarks relating to interest charges and contribution to sinking funds		

CHAPTER I—*concl'd.*GENERAL—*concl'd.**Statements.*

	Page.	Paragraph.
Financial results to the State of working guaranteed railways for the official year 1896-97 (Statement No. 1)	12	19
Financial results to the State of working Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State, for the official year 1896-97 (Statement No. 2)	13	19
Financial results to the State of working State railways (Commercial) for the official year 1896-97 (Statement No. 3)	14	19
Financial results to the State of working State railways (Military) for the official year 1896-97 (Statement No. 3A)	15	19
Financial results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1896-97 (Statement No. 4)	15	19
Direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77 and during each financial year from 1877-78 to 1896-97, and the estimated outlay for 1897-98 (Statement No. 5)	16—17	19

CHAPTER II.

WORKS COMPLETED AND IN PROGRESS.

Brief particulars of the chief works completed and in progress during the official year ending with the 31st March 1898 on the—

East Indian railway—

Open line	}	18	2
Moghal Sarai-Gya extension			
Háthras City branch			

South Behar (Luckeeserai-Gya railway)	18	3
---	----	---

Rewah railway	18	4
-------------------------	----	---

Bengal Central railway	19	5
----------------------------------	----	---

Bengal-Nággpur railway—

Sini-Midnapore-Howrah and Midnapore-Cuttack extensions	}	19	6
Raipur-Dhamtari branch			

Indian Midland railway—

Open line	}	19	7
Saugor-Katni extension			

Bina-Gooná railway—

Open line	}	19	8
Gooná-Bara extension			

Bhopal-Ujjain railway	20	9
---------------------------------	----	---

Bhopal-Itársi railway	20	10
---------------------------------	----	----

North Western State railway system—

Open line	}	20—21	11
Doubling the main line between Kíámári and Kotli			
Mushkaf-Bolan railway			
Indus bridge, Kotri			
Lyallpur-Khánewal extension			

Mári-Attock railway		
-------------------------------	--	--

CHAPTER II—*contd.*WORKS COMPLETED AND IN PROGRESS—*contd.*Brief particulars of the chief works completed, etc.—*contd.*

	Page.	Paragraph.
Hyderabad-Shadipalli railway	21	12
Southern Punjab (Delhi-Samāsata) railway	21	13
Jammu and Kashmir railway, native state section	21	14
Oudh and Rohilkhand State railway—		
Open line	22	15
Rae Bareli-Benares section		
Hardwar-Dehra railway	22	16
Cawnpore-Burhwal railway (metre gauge link)	22	17
Eastern Bengal State railway system—		
Open line		
Extensions to the Ganges from Belgáchi and Panchooria	22—23	18
Rajbári-Faridpur branch		
Doubling of the main line between Ránaghat and Porádaha		
Teesta bridge at Kaunia		
Brahmaputra-Sultanpur railway	23	19
Mymensingh-Jamálpur-Jagannabganj railway	23	20
Coach Behar railway—		
Open line	23—24	21
Extension to Cooch Behar Town		
Santrabari extension		
Calcutta Port Commissioners' railway	24	22
East Coast State railway—		
Open line	24	23
Puri branch extension		
Gódávari bridge		
Bezwada extension, East Coast State railway	24	24
Bezwada-Madras railway, Ennúr-Bezwada section—		
Ennúr to Gudur		
Gudur to Nellore—conversion from metre gauge to standard gauge	24—25	25
Nellore to Kistna Canal, junction with the East Coast State railway		
Tadépalli tranship sidings		
Great Indian Peninsula railway system—		
Open line	25	26
Amalner-Jalgaon branch		
Bombay, Baroda and Central India railway—		
Open line	25—26	27
Doubling the main line from Colaba to Baroda		
Tápti valley railway	26	28
Rajputana-Malwa railway—		
Open line	26	29
Bhátinda-Ferozepore standard gauge connection		
Ahmedabad-Parántij railway	26	30
Gaekwar's Dabboi railway	27	31
Rajpipla railway	27	32
Madras railway, including the Kolar Gold-fields railway—		
Open line	27	33
Calicut-Cannanore extension		
Arcot-Ranipet branch		
The Nizam's Guaranteed State railway	27	34
Hyderabad-Gódávari Valley railway	27—28	35
Bengal and North-Western railway system—		
Company's section		
Gogra bridge at Bahramghat		
Gonda-Balrámpur-Tulsipur branch		
Nánpára-Katarnian Ghát extension		
Bhatni-Turtipur branch	28—29	36
Salimpur-Barhaj branch		
Ganges-Gogra Doab extensions		
Tirhoot section		
Hajeepore-Katibar extension		

CHAPTER II—*concl'd.*WORKS COMPLETED AND IN PROGRESS—*concl'd.*Brief particulars of the chief works completed, etc.—*concl'd.*

	Page.	Paragraph.
Segowlie-Raksaul railway	29	37
Southern Mahratta railway system—		
Main line	29—30	38
Mysore section		
Mysore-Nanjangúd railway	30	39
Birur-Shimoga railway	30	40
South Indian railway	30	41
Máyavaram-Mutupet railway	30	42
Káraikkal-Peralam railway	30	43
Assam-Bengal railway—		
Section I—from Chittagong to Badarpur with branches	30—31	44
Section II—Badarpur to Lumding		
Section III—Lumding to Makum and Lumding-Gauháti branch		
Burma railways—		
Open line	31—32	45
Mu Valley section		
Mandalay-Kunlon section		
Rohilkund and Kumaon railway, including the Lucknow-Bareilly section—		
Lucknow-Bareilly section	32	46
Company's section		
Bengal Doonars railway	32	47
Dibru-Sadiya railway	32	48
Nílgi railway	32	49
Jodhpore-Bickaneer railway system—		
Bickaneer-Lankaransar section, Bickaneer-Bhá-tinda extension	32—33	50
Shadipalli-Bálotra railway, Native state section		
Shadipalli-Bálotra railway, British section	33	51
Oodeypore-Chitor railway—		
Open line	33	52
Debari-Oodeypore extension		
Bhávnagar-Gondal-Junágad-Parbandar railway, including Jetalnar-Rájkot and Jámnagar railways	33	53
Dhrángadiá railway	33	54
Darjeeling-Himalayan railway	33	55
Bársi Light railway	33	56
Gwalior-Sipri railway	34	57

CHAPTER III.

LINES UNDER SURVEY OR PROJECTED.

Particulars regarding the surveys carried out or projects put forward during the official year ending with the 31st March 1898:

East Indian railway—		
Burdwan-Howrah Chord		
Quadrupling between Sitarámpur and Howrah	35	2
Shikohabad-Farukhabad branch		
Bárán-Daltonganj branch		
Burdwan-Cutwa and Hooghly-Cutwa branches		
Bhágálpur-Bausi-Baidyanáth railway	35	3
Agra-Delhi Chord line	36	4
Bengal Central railway—		
Improved facilities for goods traffic at Calcutta	36	5
Bongong-Kotehandpur railway survey		

CHAPTER III—*contd.*LINES UNDER SURVEY OR PROJECTED—*contd.*Particulars regarding the surveys carried out, etc.—*contd.*

	Page.	Paragraph.
Singia-Madaripur-Chandpur railway	36	6
Bengal-Nágpur railway—		
Midnapore-Jheriah and Ranchi Plateau survey	36	7
Satpura railway survey		
Indian Midland railway—		
Harpápur-Rath and Harpápur-Nowgong rail- ways	36	8
North Western State railway system—		
Sukkur-Shikárpur-Naundero survey		
Ludhiána-Ferozepore railway survey	37	9
Nowshera-Dargai survey		
Jullundur-Hoshiarpur branch		
Jullundur-Kapurthala branch		
Southern Punjab (Delhi-Samásata) railway—		
Narwana-Kaithal branch	37	10
Ludhiána-Dhuri-Jakhal railway	37	11
Eastern Bengal State railway system—		
Teesta-Dhubri-Gauhati survey		
Cossipur extension		
Shikarpur-Munshiganj branch	37—38	12
Choodangah-Esubpur branch		
Kissengunge-Kotchandpur-Magura branch		
Ganges bridge at Godagiri and connected lines		
Raipur-Vizianagram railway survey	38	13
Great Indian Peninsula railway—		
Chálistgaon-Dhulia branch	38	14
Petlád-Cambay railway	38	15
Bombay-Sind Connection survey	39	16
Madras railway—		
Cannanore-Baliapatam extension	39	17
Shoranur-Cochin railway	39	18
Bengal and North-Western railway system—		
Barhaj-Rapti extension		
Azamgarh-Shahganj extension	39	19
Sakri-Jainagar branch		
Bairagnia-Bettiah-Bagaha extension		
Mansi-Bháptiáhi railway	39	20
Rewári-Phulera Chord line survey	39—40	21
Sábarmati-Dholka railway	40	22
Arsekere-Hassan-Mangalore railway	40	23
South Indian railway—		
Negapatam-Nagore extension	40	24
Nanjangúd-Erode railway survey	40	25
Tinnevelly-Quilon railway	40	26
Burma railways—		
Sagaing-Mónywa-Alón branch		
Thibaw-Moné survey	41	27
Meiktila-Myingyan branch		
Thônzè-Bassein-Henzada survey		
Rohilkund and Kumaon railway, Company's sec- tion—	41	28
Kiccha-Kashipur extension		
Nílgi railway—		
Coonoor-Ootacamund extension	42	29
Gackwar's railway extensions—		
Chausama-Beehraj Mota survey		
Pátan-Radhanpur survey	42	30
Virangám-Sami survey		
Jodhpore-Bickaneer railway system—		
Lankaransar-Suratgarh section, Bickaneer-Bhá- tinda extension	42	31
Surpura-Bickaneer diversion		

	Page.	Paragraph.
CHAPTER III— <i>concl'd.</i>		
LINES UNDER SURVEY OR PROJECTED— <i>concl'd.</i>		
Particulars regarding the surveys carried out, etc.— <i>concl'd.</i>		
Bhāvnagar-Gondal-Junāgad-Porbandar railway—		
Botad-Barwalla and Verāval-Sasan branches . }	42	32
Jeypore railway	42	33
Pandharpur-Sangola railway	42	34
<i>Statement.</i>		
Railways surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorised (Statement No. 6)	43—48	35
CHAPTER IV.		
COLLIERIES AND OIL WELLS.		
Particulars regarding pits and inclines at the end of 1897, and output and number of persons employed, capital outlay and total receipts, and number of accidents that have occurred during 1897 compared with previous year on the following collieries :		
Kurhurbaree and Serāmpore collieries worked by the East Indian railway	49—50	1
Makum collieries worked by the Assam Railways and Trading Company	50	2
Petroleum works in Assam worked by the Assam Railways and Trading Company	50	3
Warora colliery worked by Government	51—52	4
Mohpāni colliery worked by the Nerbudda Coal and Iron Company, Limited	52—53	5
Umaria colliery worked by Government	53—54	6
Coal fields at Telanpali near the Eeb river worked by the Bengal-Nāgpur railway	54	7
Singareni colliery worked by the Hyderabad (Deccan) Company, Limited	54—56	8
Dandot colliery worked by the North Western State railway	56—57	9
Bhaghanwala colliery worked by the North Western State railway	57—58	10
Khost colliery worked by the North Western State railway	59—60	11
Shahrigh colliery worked by the North Western State railway	60	12
Baluchistan coal mines	60—61	13
Letkonbin colliery worked by the Burma Coal Company, Limited	61	14
Palana coal mine	61	15
Relative values of certain Indian coals	61	16
<i>Statement.</i>		
Quantity, in tons, of coal produced in the several provinces, during the five years 1880—1884, and for each year from 1885 to 1897 (Statement No. 7)	62	17

CHAPTER V.

STORES.

	Page.	Paragraph.
Total expenditure on State railway stores contracted for in England through the Agency of the India Office, during 1897	63	1
Local purchases of stores by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, during 1897	63	2
Cost to State railways of the establishments maintained at Calcutta and Bombay, during 1897	63	3
Number of ships employed in bringing State railway stores, including stores procured for Native state lines, during 1897	63	4
Credits to Civil Department during the year 1897-98 on account of the charge of one-half per cent. for insurance	63	5
Losses of English stores during the year 1897-98	63	6
<i>Statement.</i>		
Capital locked up in stores on the standard and metre gauge railways on the 31st December 1897 (Statement No. 8)	64-65	7

CHAPTER VI.

ROLLING-STOCK (CAPITAL).

Automatic vacuum brakes—

Progress made on the following railways in the fitting of stock with automatic vacuum brakes:

East Indian railway	66-67	3
Bengal-Nagpur railway		
Indian Midland railway		
North Western State railway		
Oudh and Rohilkhand State railway		
Eastern Bengal State railway		
East Coast State railway		
Great Indian Peninsula railway		
Bombay, Baroda and Central India railway		
Madras railway		
Nizam's Guaranteed State railway		
Southern Mahratta railway		
South Indian railway		
Assam-Bengal railway		

Couplings—

Progress made on the following railways in the fitting of stock with couplings:

Eastern Bengal State railway	67	4
Great Indian Peninsula railway		
Bombay, Baroda and Central India railway		
South Indian railway		
Assam-Bengal railway		
Dibru-Sadiya railway		
Gaekwar's Dabhoi railway		

	Page.	Paragraph.
CHAPTER VI— <i>concl'd.</i>		
ROLLING-STOCK (CAPITAL)— <i>concl'd.</i>		
Lighting of railway carriages with gas on Pintsch's system—		
Progress made on the following railways in the fitting of carriages with gas lights on Pintsch's system :		
East Indian railway	67	5
Bengal-Nagpur railway		
North Western State railway		
Oudh and Rohilkhand State railway		
Eastern Bengal State railway		
Great Indian Peninsula railway		
Bombay, Baroda and Central India railway		
Madras railway		
Southern Mahratta railway		
<i>Statements.</i>		
Number of locomotives and vehicles on the standard and metre gauge railways on the 31st December 1897 compared with the previous year (Statement No. 9)	68—71	1
Value of locomotives and vehicles on the standard and metre gauge railways on the 31st December 1897 compared with earnings (Statement No. 10)	72—75	1
Number of vehicles on the standard and metre gauge railways adapted for military purposes, as existing on the 31st December 1897 (Statement No. 11)	76—79	2
Number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1897 (Statement No. 12)	80—81	3
Number of carriages fitted with retiring accommodation for females on the 31st December 1897 in accordance with section 64 of Act IX, 1890 (Statement No. 13)	82	6
CHAPTER VII.		
CAPITAL.		
Allocation of the total capital outlay on Indian railways up to the 31st December 1897, including lines under construction and survey, etc., adopted for administrative purposes	83	1
Explanatory remarks regarding total capital outlay on Indian railways adopted for statistical purposes	83	1
<i>Statements.</i>		
Amount of sterling capital raised by the various guaranteed railway companies and state lines leased to companies up to the 31st December 1897 (Statements Nos. 14 and 15)	84—85	2

CHAPTER VII—*concl'd.*CAPITAL—*concl'd.**Statements—concl'd.*

	Page.	Paragraph.
Details of debenture loans by guaranteed railways and state lines leased to companies on the 31st December 1897 (Statement No. 16)	86—87	3
Expenditure in England and in India on State and Native state railways appropriated to the various undertakings to the 31st December 1897 (Statement No. 17)	88—95	3
Capital authorized to be raised for guaranteed railways and state lines leased to companies, as now sanctioned, the amount raised, and the amount withdrawn to the 31st December 1897 (Statement No. 18)	96—97	3
Amount received from, and withdrawn by, guaranteed railways and state lines leased to companies during the year ended the 31st December 1897 (Statement No. 19)	98—99	3
Withdrawals by guaranteed railways out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1898 (Statement No. 20)	100	3
Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal, and the Burma railways, during each financial year from the commencement to the 31st March 1898 (Statement No. 21)	101	3
Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile, excluding branches and extensions of the open system still under construction (Statement No. 22)	102—104	3

CHAPTER VIII.

MAIN RESULTS OF WORKING AND REVENUE STATISTICS.

Mean mileage worked—

Total mean length of all railways worked during 1897 compared with the previous year

Capital outlay—

Total capital outlay, including steam-boat service and suspense accounts, on the mileage open to the 31st December 1897 compared with the previous year

Gross earnings—

Gross earnings from all sources during 1897 compared with the previous year

Coaching earnings, goods earnings, and the earnings from steam-boat service and miscellaneous sources during 1897 compared with the previous year

Gross earnings per mean mile worked per week, excluding steam-boat during 1897 compared with the previous year

	Page.	Paragraph.
CHAPTER VIII— <i>contd.</i>		
MAIN RESULTS OF WORKING AND REVENUE STATISTICS— <i>contd.</i>		
Coaching traffic—		
Total number of passengers booked, passenger earnings, and passenger unit-mileage during 1897 compared with the previous year	105	4
Number of passengers carried one mile per mean mile worked during 1897 compared with the previous year		
Percentage of the total number of passengers carried as contributed by each class, <i>viz.</i> , lower classes, second and first classes		
Average distances travelled by, and average fares charged to, first, second and lower class passengers during 1897 compared with the previous year		
Earnings from other coaching traffic during 1897 compared with the previous year		
Explanatory remarks relating to the decrease in the coaching traffic and to the increase under other coaching traffic		
Goods traffic—		
Total tonnage of goods lifted, total ton-mileage, goods earnings, number of tons of goods carried one mile per mean mile worked during 1897 compared with the previous year	105	5
Explanatory remarks regarding increase in the goods traffic		
Working expenses—		
Working expenses during 1897 compared with the previous year	105	6
Percentage of total working expenses on gross earnings during 1897 compared with the previous year		
Explanatory remarks regarding increase in working expenses		
Net earnings—		
Net earnings derived from all railways during 1897 compared with the previous year	105	7
Statistical return on capital—		
Percentage of net earnings on the total capital outlay on open lines, stated in rupees, during 1897 compared with the previous year		
Average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 and 1897 (Statement No. 23)	106	8
Gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1896 and 1897	107	9
Net earnings of "State lines worked by companies," "State lines worked by the State," "Guaranteed lines," "Assisted companies" and "Native state lines" of both standard and metre gauges, in groups, and their percentage on total capital outlay during 1897	108	10

CHAPTER VIII—*contd.*MAIN RESULTS OF WORKING AND REVENUE STATISTICS—*contd.*

	Page.	Paragraph.
Net earnings of the principal railways and their percentages on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years 1893 to 1897 (Statement No. 24)	109	11
Explanatory note on the above results from a statistical point of view		
Results of working the guaranteed railways up to the end of 1897	110	12
Financial results of working State lines by State agency (excluding the Pishin section, the Mári-Attock, the Sind-Sagar and Kushálgarh branches of the North Western State railway which were constructed for military purposes only) for 1896 and 1897	110	13
Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1896 and 1897	111	14
General results of working of all railways during 1879, including steam-boat service, and the capital expenditure on suspense accounts	112	15
Statistical results of working the principal standard and metre gauge railways during 1897	112—113	16
<i>Statements.</i>		
Main results of working of all railways for the years ending the 31st December 1896 and the 31st December 1897 (Statement No. 25)	114—115	1
General results of working the principal standard and metre gauge railways during the year ending with the 31st December 1897 (Statement No. 26)	116—119	16
Total amount advanced on account of guaranteed interest to the 31st December 1897, the net revenue of guaranteed railways to the 30th June 1897 appropriated towards the repayment of that amount, and the balance (Statement No. 27)	120	12
Amounts of total surplus profits earned on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the end of 1880 and for each half-year from June 1881 to the 31st December 1897 inclusive (Statement No. 28)	121	12
Capital expended to the 31st March, net revenue for the year ended the 31st December, guaranteed interest for the year ended the 31st December, interest in excess of revenue, and revenue in excess of interest, of guaranteed railways from the year 1870 to 1897 (Statement No. 29)	122	12

	Page.	Paragraph.
CHAPTER VIII— <i>concl'd.</i>		
MAIN RESULTS OF WORKING AND REVENUE STATISTICS— <i>concl'd.</i>		
<i>Statements—concl'd.</i>		
Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1897 (Statement No. 30)	123	12
CHAPTER IX.		
DETAILS OF REVENUE EARNINGS AND EXPENDITURE.		
Public traffic—		
Explanatory remarks on the principal commodities carried during 1897	124	1
Grain and seeds traffic—		
Tonnage of grain and seeds carried during 1897 compared with the previous year	124	2
Wheat traffic—		
Tonnage and earnings from wheat traffic during 1897 compared with the previous year	124—125	3
Quantities of wheat carried by the Great Indian Peninsula, Bombay, Baroda and Central India, East Indian and North Western State railways during the past seven years 1891 to 1897		
Exports of wheat from Bombay, Calcutta and Kurrachee during the past seven years 1891 to 1897 and percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March 1897 . .		
Explanatory remarks regarding above		
Principal features in the working of the following standard and metre gauge railways during 1897 compared with the previous year:		
East Indian railway system	125	5
Bengal Central railway	125	6
Bengal-Nágpur railway	126	7
Indian Midland railway system	126	8
Godhra-Rutlam-Nágdá railway	127	9
Bezwada Extension (East Coast State railway) . .	127	10
North Western State railway	127	11
Hyderabad-Shadipalli railway	128	12
Oudh and Rohilkhand State railway system . .	129	13
Eastern Bengal State railway system	129	14
Calcutta Port Commissioners' railway	130	15
East Coast State railway	130	16
Great Indian Peninsula railway system	131	17
Bombay, Baroda and Central India railway . . .	131	18
Madras railway system	132	19
Southern Punjab (Delhi-Samásata) railway . . .	132	20

CHAPTER IX—*contd.*DETAILS OF REVENUE EARNINGS AND EXPENDITURE—*contd.*Principal features in the working, etc.—*concl'd.*

	Page.	Paragraph.
The Nizam's Guaranteed State railway system	132	21
Nágdá-Ujjain railway	133	22
Gaekwar's Petlád railway	133	23
Rájpura-Bhátinda railway	133	24
Bengal and North-Western railway system	134	25
Rajputana-Malwa railway	134	26
Pálanpur-Deesa railway	135	27
Southern Mahratta railway system	135	28
South Indian, including the Pondicherry railway	135	29
Máyavaram-Mutupet railway	136	30
Assam-Bengal railway	136	31
Burma railways	137	32
Deoghur railway	137	33
Rohilkund and Kumaon railway system	138	34
Bengal Dooars railway	138	35
Dibrú-Sadiya railway	138	36
Ahmedabad-Parántij railway	139	37
Gaekwar's Mehsána railway	139	38
Jodhpore-Bickaneer railway	139	39
Oodeypore-Chitor railway	139	40
Bhávnaagar-Gondal-Junágad-Porbandar, including the Jetalsar-Rájkot railway	140	41
Jámnagar railway	140	42

Statements.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways during the year 1897, compared with the previous year (Statement No. 31)	141	4
Mileage of all railways open for traffic on the 31st December 1897 and the mean mileage worked during the year (Statement No. 32)	142—145	4
Passenger traffic on the standard and metre gauge railways during the year ending with the 31st December 1897 (Statement No. 33)	146—149	4
Goods traffic on the standard and metre gauge railways during the year ending with the 31st December 1897 (Statement No. 34)	150—153	4
Unit mileages of passengers and goods carried on the standard and metre gauge railways during the year ending with the 31st December 1897 (Statement No. 35)	154—157	4
Gross earnings, working expenses, net earn- ings and results per train-mile and per cent. of gross earnings, also the gross earnings per mile worked per week, and percentage of net earn- ings on capital outlay on open lines on the standard and metre gauge railways during the year ending with the 31st December 1897 (Statement No. 36)	158—161	4

CHAPTER IX—*concl'd.*DETAILS OF REVENUE EARNINGS AND EXPENDITURE—*concl'd.**Statements—concl'd.*

Working expenses in detail on the standard and metre gauge railways during the year ending with the 31st December 1897 (Statement No. 37)	162—165	4
Statistics of working of the special gauge railways during the year ending with the 31st December 1897 (Statement No. 37-A)	166—167	43
General results of working the special gauge railways during the past five years 1893 to 1897 (Statement No. 37-B)	168—169	43

CHAPTER X.

RATES AND FARES.

Reduction of rates for goods, etc., on account of the famine by the East Indian, Bengal-Nágpur, Bengal and North-Western, Bombay, Baroda and Central India, Oudh and Rohilkhand State, East Coast State, Indian Midland and Southern Mahratta railways	170	1
Concession to European non-commissioned officers and men proceeding on furlough to the hills at their own expense	170	2
Particulars of the chief alterations made in coaching fares and goods rates during 1897 on the following railways:		
Coaching fares—		
East Indian railway system	170	5
Bengal Central railway	171	6
North Western State railway system	171	7
Oudh and Rohilkhand State railway	171	8
Eastern Bengal State railway system	171	9
East Coast State railway	171	10
Madras railway system	171	11
South Indian railway system	171	12
Burma railways	171	13
Goods rates—		
East Indian railway system	171	14
Bengal Central railway	172	15
North Western State railway system	172	16
Eastern Bengal State railway system	172	17
East Coast State railway	173	18
Great Indian Peninsula railway system	173	19
Southern Mahratta railway system	173	20
South Indian railway system	173	21
Burma railways	173	22
Rohilkund and Kumaon railway system	173	23
Dibru-Sadiya railway	173	24

Statement.

Passenger fares per mile and goods rates per ton per mile and per maund per mile (in pies) on the Indian railways on the 31st December 1897 (Statement No. 38)	174—177	3
--	---------	---

CHAPTER XI.

FUEL CONSUMPTION.

	Page.	Paragraph.
Total quantity of English and Indian coal and coke, patent fuel and wood consumed on the standard and metre gauge railways during 1897 compared with the previous year	178	1
Percentages of the total consumption of English and Indian coal, patent fuel and wood on the standard and metre gauge railways during 1897 compared with the previous year	178	2
Equivalents generally employed for converting the various descriptions of fuel into terms of Bengal coal, one ton of Giridih (Kurhurbaree) best steam coal being taken as the standard	178	4
Particulars regarding the descriptions of fuel in use on the following principal lines during 1897 :		
East Indian railway system	178—79	5
Bengal Central railway	179	6
Bengal-Nágpur railway	179	7
Indian Midland railway system	179	8
North Western State railway system	179—180	9
Oudh and Rohilkhand State railway	180	10
Eastern Bengal State railway system	180	11
East Coast State railway	181	12
Great Indian Peninsula railway system	181	13
Bombay, Baroda and Central India railway system	182	14
Madras railway system	182	15
The Nizam's Guaranteed State railway system	182	16
Bengal and North-Western railway system	182—183	17
Rajputana-Malwa railway system	183	18
Southern Mahratta railway system	183—184	19
South Indian railway system	184	20
Assam-Bengal railway	184	21
Burma railways	184	22
Rohilkund and Kumaon railway system	184—185	23
Jodhpore-Bikaner railway	185	24
Bhāvnagar-Gondal-Junāgadh-Porbandar railway system	185	25
<i>Statements.</i>		
Description of fuel used on the principal railways during 1897, average cost per ton, details of consumption, and average lead from source of supply (Statement No. 39)	186	3
Equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways during 1897	187	4

	Page.	Paragraph.
CHAPTER XII.		
PERSONS EMPLOYED.		
Summary of the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1897 compared with the previous year	188	1
Percentages of increases and decreases of the different classes of servants employed on standard and metre gauge railways open to traffic		
Percentages of the number of Europeans, East Indians and natives employed, on the total number employed, on the standard and metre gauge railways open to traffic during 1897 compared with the previous year		
<i>Statements.</i>		
Numerical return of servants of all races employed on the standard and metre gauge railways (open lines only) on the 31st December 1897 compared with the previous year (Statement No. 40)	190—193	1
Number of depositors in the State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1897 (Statement No. 41)	194	2
Enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1898 (Statement No. 42)	195—197	3
Strength and cost of the police force on the standard and metre gauge railways (open lines), and the amount of compensation payments due to thefts for the year 1897 (Statement No. 43)	198—199	4
CHAPTER XIII.		
ROLLING-STOCK (REVENUE).		
<i>Statements.</i>		
Average number of locomotives in use on the principal railways and the work obtained from each during the year 1897 (Statement No. 44)	200—201	1
Number of engines and vehicles on the list on the 31st December 1897, and the number of miles travelled by trains on the standard and metre gauge railways, during the year ending with the 31st December 1897 (Statement No. 45)	202—205	2

CHAPTER XIV.

FLOOD DAMAGES.

	Page.	Paragraph.
General remarks	206	1
Particulars of the principal floods and the earthquake which occurred during 1897 and the damages to the following railways :		
East Indian railway	206	2
Indian Midland railway system	206	3
North Western State railway system	206	4
Oudh and Rohilkhand State railway	206	5
Eastern Bengal State railway system	206—207	6
East Coast State railway	207	7
Great Indian Peninsula railway system	207—208	8
✓ Rajputana-Malwa railway	208	9
Southern Mahratta railway system	208	10
South Indian railway	208	11
Assam-Bengal railway	208—209	12
Burma railways	209	13
Rohilkund and Kumaon railway system	209	14
Bengal-Dooars railway	209	15
Jorhāt railway	209	16
Darjeeling-Himalayan railway	209	17
Cherra-Companyganj railway	209—210	18

CHAPTER XV.

ACCIDENTS.

Total number of persons killed and injured in connection with railway working during 1897—for each gauge separately—compared with the average of the two previous years (Statement No. 46)	211	1
Particulars of the principal accidents which occurred during the year on the following railways :		
East Indian railway system	211—212	2
Bengal Central railway	212	3
Bengal-Nágpur railway	212	4
North Western State railway system	212	5
Oudh and Rohilkhand State railway	212—213	6
Eastern Bengal State railway system	213	7
East Coast State railway	213	8
Great Indian Peninsula railway system	213	9
Bombay, Baroda and Central India railway system	213—214	10
Madras railway system	214	11
The Nizam's Guaranteed State railway system	214	12
Southern Mahratta railway system	214	13
Assam-Bengal railway	214	14
Burma railways	214	15
Summary of the statistical results for the year 1897 showing the proportion of passengers killed or injured by accidents to trains, etc., compared with the average of the two previous years	215	17

Statement.

Total number of accidents to trains, rolling-stock, permanent-way, etc., during 1897 on railways of each gauge open for traffic, and the casualties resulting therefrom compared with the average of the two previous years (Statement No. 47)	216—217	
--	---------	--

APPENDICES.

PAGE.

(A) Gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1898	ii to x
(B) Railways or sections of railways sanctioned from the 1st April 1897 to the 31st March 1898	xi—xii
(C) Railways or sections of railways opened for traffic from the 1st April 1897 to the 31st March 1898	xiii—xiv
(D) Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and the progress made in the opening of railways during the official years 1893-94 to 1897-98	xv to xix
(E) Length of railways open for traffic at the end of the calendar years 1892 and 1897, and the progress made in the opening of railways during the calendar years 1893 to 1897	xx to xxiv
(F) Railways or sections of railways under construction or sanctioned for construction on the 31st March 1898	xxv to xxix
(G) Total approximate earnings from the 1st January to the 31st March 1898 compared with the actuals of the corresponding periods of 1896 and 1897	xxx to xxxii
(H) Principal commodities carried and the earnings therefrom on the standard and metre gauge railways during 1897 compared with the previous year	xxxiii to xlvii

List of tabular statements contained in the Administration report on the railways in India for 1897-98, Part I.

Page.	Statement No.	Particulars.
		CHAPTER I.
12	1	Financial results to the State of working guaranteed railways for the official year 1896-97.
13	2	Financial results to the State of working Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State, for the official year 1896-97.
14	3	Financial results to the State of working state railways (Commercial) for the official year 1896-97.
15	3A	Financial results to the State of working state railways (Military) for the official year 1896-97.
15	4	Financial results to the State of working lines constructed or purchased by Government and worked by companies, for the official year 1896-97.
16—17	5	Direct annual gain or loss to the State from railway outlay from 1858-59 to 1876-77 and during each financial year from 1877-78 to 1896-97 and the estimated outlay for 1897-98.
		CHAPTER III.
43—48	6	Schedule of railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized.
		CHAPTER IV.
62	7	Quantity, in tons, of coal produced in India for the five years 1880 to 1884 and for each year from 1885 to 1897.
		CHAPTER V.
64—65	8	Capital locked up in stores on the standard and metre gauge railways on the 31st December 1897 compared with the previous year.
		CHAPTER VI.
68—71	9	Number of locomotives and vehicles on the standard and metre gauge railways on the 31st December 1897 compared with the previous year.
72—75	10	Value of locomotives and vehicles on the standard and metre gauge railways on the 31st December 1897 compared with earnings.
76—79	11	Number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1897.
80—81	12	Number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1897.
82	13	Number of carriages fitted with retiring accommodation for females on the 31st December 1897, in accordance with section 64 of Act IX, 1890.

List of tabular statements contained in the Administration report on the railways in India for 1897-98, Part I—contd.

Page.	Statement No.	Particulars.
CHAPTER VII.		
84—85	14 & 15	Amount of sterling capital raised by the various guaranteed railway companies and state lines leased to companies up to the 31st December 1897.
86—87	16	Details of Debenture loans by guaranteed railways and state lines leased to companies on the 31st December 1897.
88—95	17	Expenditure in England and in India on State and Native state railways appropriated to the various undertakings to the 31st December 1897.
96—97	18	Capital authorised to be raised for guaranteed railways and state lines leased to companies as now sanctioned, the amount raised and the amount withdrawn to the 31st December 1897.
98—99	19	Amount received from, and withdrawn by guaranteed railways and state lines leased to companies during the year ended the 31st December 1897.
100	20	Withdrawals by guaranteed railways out of capital for expenditure showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1898.
101	21	Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal, and the Burma railways during each financial year from the commencement to the 31st March 1898.
102—104	22	Capital outlay on open lines of railway on the 31st December 1897, and the average cost per mile excluding branches and extensions of the open system still under construction.
CHAPTER VIII.		
106	23	Average gross earnings of the principal railways per mean mile worked per week, excluding steam-boat earnings in five-yearly periods, commencing from January 1856 and for the years 1896 and 1897.
107	...	Gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1896 and 1897.
109	24	Net earnings of the principal railways and their percentages on the capital expenditure on open lines, including steam-boat service and suspense accounts during the last five years.
110	...	Financial results of working State lines by State agency (excluding the Pishin section, the Māri-Attock, the Sind-Sagar and Khusálgarh branches of the North Western State railway which were constructed for military purposes only) for 1896 and 1897
111	...	Capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1896 and 1897.
112	...	Capital expenditure and general results of working of all railways during 1897.

List of tabular statements contained in the Administration report on the railways in India for 1897-98, Part I—contd.

Page.	Statement No.	Particulars.
CHAPTER VIII— <i>concl'd.</i>		
114—115	25	Main results of working of all railways for the years ending with the 31st December 1896 and 31st December 1897.
116—119	26	General results of working the principal standard and metre gauge railways during the year ending with the 31st December 1897.
120	27	Total amount advanced on account of guaranteed interest to 31st December 1897, the net revenue of guaranteed railways to the 30th June 1897 appropriated towards repayment of that amount, and the balance.
121	28	Amounts of total surplus profits earned on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the end of 1880, and for each half-year from June 1881 to the 31st December 1897, inclusive.
122	29	Capital expended to the 31st March, net revenue for the year ended the 31st December, guaranteed interest for the year ended the 31st December, interest in excess of revenue and revenue in excess of interest, of guaranteed railways from the years 1870 to 1897.
123	30	Results of working the guaranteed railways and lines leased to, or purchased from, companies, and worked by companies for the year ended 31st December 1897.
CHAPTER IX.		
141	31	Summary of the principal commodities carried and the earnings therefrom on the standard and metre gauge railways during the year 1897 compared with the previous year.
142—145	32	Mileage of all railways open for traffic on the 31st December 1897, and the mean mileage worked during the year.
146—149	33	Passenger traffic on the standard and metre gauge railways during the year ending with the 31st December 1897.
150—153	34	Goods traffic on the standard and metre gauge railways during the year ending with the 31st December 1897.
154—157	35	Unit mileages of passengers and goods carried on the standard and metre gauge railways during the year ending with the 31st December 1897.
158—161	36	Gross earnings, working expenses and net earnings, and results per train-mile, and per cent. of gross earnings; also gross earnings per mean mile worked per week and percentage of net earnings on capital outlay on open lines on the standard and metre gauge railways during the year ending with the 31st December 1897.
162—165	37	Working expenses in detail on the standard and metre gauge railways during the year ending with the 31st December 1897.

List of tabular statements contained in the Administration report on the railways in India for 1897-98, Part I—contd.

Page.	Statement No.	Particulars.
CHAPTER IX— <i>conold.</i>		
166—167	37-A.	Statistics of working of the special gauge railways during the year ending with the 31st December 1897.
168—169	37-B.	General results of working the special gauge railways during the past five years 1893 to 1897.
CHAPTER X.		
174—177	38	Passenger fares per mile and goods rates per ton per mile and per maund per mile (in pies) on the Indian railways on the 31st December 1897.
CHAPTER XI.		
178	...	Total quantity of English and Indian coal and coke, patent fuel and wood consumed on the standard and metre gauge railways during 1897 compared with the previous year.
186	39	Description of fuel used on the principal railways during 1897, average cost per ton, details of consumption, and average lead from source of supply.
187	...	Equivalent of one ton of Giridih (Kurhurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.
CHAPTER XII.		
188	...	Summary of the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1897 compared with the previous year.
190—193	40	Numerical return of servants of all races employed on the standard and metre gauge railways (open lines only) on the 31st December 1897 compared with the previous year.
194	41	Number of depositors in the State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1897.
195—197	42	Enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1898.
198—199	43	Strength and cost of the police force on the standard and metre gauge railways (open lines), and the amount of compensation payments due to thefts for the year 1897.
CHAPTER XIII.		
200—201	44	Average number of locomotives in use on the principal railways and the work obtained from each during the year 1897.
202—205	45	Number of engines and vehicles on the list on the 31st December 1897, and the number of miles travelled by trains on the standard and metre gauge railways during the year ending with the 31st December 1897.

List of tabular statements contained in the Administration report on the railways in India for 1897-98, Part I—concl'd.

Page.	Statement No.	Particulars.
CHAPTER XV.		
211	46	Total number of persons killed and injured in connection with railway working during 1897 for each gauge separately compared with the average of the two previous years.
215	...	Summary of the statistical results for the year 1897 showing the proportion of passengers killed or injured by accidents to trains, etc., compared with the average of the two previous years.
216—217	47	Total number of accidents to trains, rolling-stock, permanent-way, etc., during 1897 on railways of each gauge open for traffic and the casualties resulting therefrom compared with the average of the two previous years.
APPENDICES.		
ii—x	A	Gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1898.
xi—xii	B	Railways or sections of railways sanctioned from the 1st April 1897 to the 31st March 1898.
xiii—xiv	C	Railways or sections of railways opened for traffic from the 1st April 1897 to the 31st March 1898.
xv—xix	D	Lengths of railways open for traffic at the end of the official years 1892-93 and 1897-98, and the progress made in the opening of railways during the official years 1893-94 to 1897-98.
xx—xxiv	E	Length of railways open for traffic at the end of the calendar years 1892 and 1897, and the progress made in the opening of railways during the calendar years 1893 to 1897.
xxv—xxix	F	Railways or sections of railways under construction or sanctioned for construction on the 31st March 1898.
xxx—xxxii	G	Total approximate earnings from the 1st January to the 31st March 1898 compared with the actuals of the corresponding periods of 1896 and 1897.
xxxiii—xlvi	H	Principal commodities carried and the earnings therefrom on the standard and metre gauge railways during 1897 compared with the previous year.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1897-98.

PART I.

CHAPTER I.

General.

The total length of railways open and sanctioned on the 31st March 1898, after allowing for minor corrections of mileage, was 25,454½ miles, being a net increase of 926 miles during the year. The total length of railways open for traffic on the same date was 21,156½ miles, being a net increase of 766 miles, leaving 4,298 miles still under construction or sanctioned.

The mean mileage worked during the calendar year was 20,531 miles, being an increase of 748 miles over the figures of the previous year.

The total capital outlay on railways open to traffic amounted on the 31st December 1897 to Rs. 259·57 crores, being an increase of Rs. 6·41 crores as compared with the expenditure incurred to the end of the previous year.

The gross earnings in 1897 amounted to Rs. 25,59,51,692, or Rs. 22,91,267 more than in the previous year; the working expenses amounted to Rs. 12,51,11,631, and absorbed 48·88 per cent. of the gross earnings against 48·09 per cent. in 1896. The net earnings amounted to Rs. 13,08,40,061, being a decrease of Rs. 8,43,489.

The statistical return on the capital expenditure, as entered in rupees in the books in India, was 5·04 per cent. against 5·20 per cent. in the previous year.

2. There has been no alteration in the classification of railways during the past year. A complete list of the lines with particulars of gauge and classification, etc., will be found in Appendix A, pages ii to x.

3. The total mileage of railways open and sanctioned at the close of the previous year, *viz.*, on the 31st March 1897, was as follows:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles . . .	13,707½	10,374	447½	24,528½

The additional mileage sanctioned for construction between the 1st April 1897 and the 31st March 1898 was as follows:

	Miles	Standard gauge.	Metro gauge.	Special gauges.	TOTAL.
State lines worked by companies .		154	33	...	187
State lines worked by the State .	"	93½	96½	...	189½
Lines worked by guaranteed companies	"	100½	...	...	100½
Assisted companies	"	25	131½	33	189½
Lines owned by native states and worked by companies	"	48½	48½
Lines owned by native states and worked by state railway agency.	"	80½	...	11½	91½
Lines owned and worked by native states	"	...	109½	...	109½
Total length sanctioned during 1897-98	"	453½	370½	93½	917

The sanctions during the year under review were confined to commercial lines as detailed below:

BRITISH INDIA—

Standard gauge—

East Indian—

	Miles.	Miles.
Háthras Road to Háthras City	5½	
Shikohabad to Farukhabad	66	
Báran to Daltonganj, including colliery branch	82½	
	<u>154</u>	
Oudh and Rohilkhand (Gháziabad to Moradabad)	87	

East Coast—

Rajahmundry to Kovúr	4½	
Temporary Puri station to New Puri station	2	
	<u>6½</u>	
Great Indian Peninsula (Chálishgaon to Dhulin)	37½	

Madras—

Calicut to Cannanore	59	
Arcot to Ranipet	4½	
	<u>63½</u>	
Southern Punjab (Narwana to Kaithal)	25	
	<u>873½</u>	

Metro gauge—

Bengal and North-Western (Company's section) (Azamgarh to Shahganj)

33

Eastern Bengal—

Teesta bridge at Kaunia and approaches	5	
Alipur to Jhainti (Cooch Behar-Santrabari extension-British section)	20	
	<u>25</u>	

Shadipalli-Balotra (British section) (Hyderabad (Sind) to Jodhpore Frontier)

71½

Bengal Doars—

Malbazar to Hantupara	46	
Dam Dim to Bagrakoto	6½	
Deomani Háat to Lalmonir Hat	69	
	<u>121½</u>	
Ledo and Tikak-Margherita Colliery (Dehing bridge to Ledo)	10	
	<u>261</u>	

Special gauge—

Bársi Light (Bársi Road to Pandharpur)

33

Carried over

667½

	Miles.	Miles.
Brought forward		667 $\frac{1}{4}$
NATIVE STATES—		
<i>Standard gauge—</i>		
Ludhiána-Dhuri-Jakhal (Ludhiána <i>via</i> Dhuri to Jakhal)		80 $\frac{1}{4}$
<i>Metre gauge—</i>		
Jodhpore-Bickaneer (Bickaneer section) (Khari to Lankaransar)	9	
Oodeypore-Chitor (Debari to Oodeypore)	6 $\frac{1}{2}$	
Jeypore (Sanganer to Sewai Madhopur)	72 $\frac{3}{4}$	
Dhrangadhra (Wadhwan to Dhrangadhra)	21	
		109 $\frac{1}{4}$
<i>Special gauge—</i>		
Rajpipla (Raj Pardi to Nandod)	17 $\frac{3}{4}$	
Rewah (Rewah to Sutna)	31	
Cooch Behar (Cooch Behar to Alipore—Cooch Behar-Santrabari extension—Native state section)	11 $\frac{1}{2}$	
		60 $\frac{1}{4}$
TOTAL		917

Further details of the mileage sanctioned during 1897-98 will be found in the table given in Appendix B, pages xii and xi.

After allowing for minor corrections of mileage, etc., the total mileage open and sanctioned on the 31st March 1898 was:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies		4,500 $\frac{1}{4}$	7,654	56 $\frac{3}{4}$	12,211
State lines worked by the State		5,163 $\frac{3}{4}$	740 $\frac{1}{4}$	28 $\frac{1}{4}$	5,932 $\frac{1}{4}$
Lines worked by guaranteed companies		2,722 $\frac{3}{4}$	...	...	2,722 $\frac{3}{4}$
Assisted companies		877 $\frac{1}{2}$	507 $\frac{1}{4}$	105 $\frac{3}{4}$	1,490 $\frac{1}{2}$
Lines owned by native states and worked by companies		709	616 $\frac{1}{2}$	146 $\frac{3}{4}$	1,472 $\frac{1}{4}$
Lines owned by native states and worked by state railway agency		204	...	37 $\frac{1}{4}$	241 $\frac{1}{4}$
Lines owned and worked by native states		...	1,144	167 $\frac{1}{4}$	1,311 $\frac{1}{4}$
Foreign lines		...	73 $\frac{1}{4}$	...	73 $\frac{1}{4}$
Total to the end of March 1898		14,177 $\frac{1}{4}$	10,735 $\frac{1}{4}$	542	25,454 $\frac{1}{2}$

Details of the total sanctioned mileage on the 31st March 1898 will be found in Appendix A, pages ii to x.

4. The total length of railways open for traffic at the close of the previous year, *viz.*, on the 31st March 1897, was as follows:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
		11,736 $\frac{1}{4}$	8,365 $\frac{3}{4}$	288 $\frac{1}{2}$	20,390 $\frac{1}{2}$

The additional length opened for traffic between the 1st April 1897 and the 31st March 1898 was as follows:

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies		49	89 $\frac{3}{4}$	...	138 $\frac{3}{4}$
State lines worked by the State		...	45	...	45
Lines worked by guaranteed companies	
Assisted companies		400	64 $\frac{1}{2}$	...	464 $\frac{1}{2}$
Lines owned by native states and worked by companies		26 $\frac{1}{4}$	26 $\frac{1}{4}$
Lines owned and worked by native states		...	54 $\frac{1}{4}$	...	54 $\frac{1}{4}$
Foreign lines		...	14 $\frac{1}{2}$	...	14 $\frac{1}{2}$
Total length opened during 1897-98		449	268	26 $\frac{1}{4}$	743 $\frac{1}{4}$

Details of the mileage opened during 1897-98 will be found in the table given in Appendix C, pages xiii and xiv, and the principal railways opened during the year are referred to in paragraph 7.

After allowing for minor corrections of mileage, the total length of railways open for traffic on the 31st March 1898 was:

	Miles	Standard gauge.	Metro gauge.	Special gauges.	TOTAL.
State lines worked by companies		3,791½	6,630½	...	10,422
State lines worked by the State	„	4,489	644	28½	5,101½
Lines worked by guaranteed companies	„	2,588	...	...	2,538
Assisted companies	„	58½	237½	72½	894½
Lines owned by native states and worked by companies	„	633	188½	98	919½
Lines owned by native states and worked by state railway agency	„	124	...	22	146
Lines owned and worked by native states	„	...	858½	91½	952½
Foreign lines	„	...	73½	...	73½
Total to the end of March 1898	„	12,210	8,631½	316½	21,156½

Details of the open mileage on the 31st March 1898 will be found in Appendix A, pages ii to x.

In addition to the above, there were 153½ miles of steam tramways working outside municipal limits.

Appendix D on pages xv to xix shows the length of railways open at the end of the official years 1892-93 and 1897-98, also the progress made in opening railways during the years 1893-94 to 1897-98. Similar information for the calendar years will be found in Appendix E, pages xx to xxiv.

5. The mileage remaining under construction or sanctioned on the 31st March 1898 was as follows:

Total mileage under construction or sanctioned at the end of the year.

	Miles	Standard gauge.	Metro gauge.	Special gauges.	TOTAL.
State lines worked by companies		708½	1,023½	56½	1,789
State lines worked by the State	„	674½	96½	...	770½
Lines worked by guaranteed companies	„	134½	...	...	134½
Assisted companies	„	293½	270	33	596½
Lines owned by native states and worked by companies	„	76	428½	48½	553
Lines owned by native states and worked by state railway agency	„	80½	...	15½	95½
Lines owned and worked by native states	„	...	285½	73	358½
Total mileage under construction on the 31st March 1898	„	1,967½	2,104	226½	4,298

Details of the mileage under construction or sanctioned on the 31st March 1898 will be found in the table given in Appendix F, pages xxv to xxix, and the progress of work on the principal railways under construction is briefly noticed in paragraph 7.

6. Subsequent to the close of the 1897-98, viz., from the 1st April 1898 up to date (1st May), the following railway has been reported to have been opened for public traffic, viz., the Rae Bareilly-Benares branch of the Oudh and Rohilkhand State railway (138.69 miles) on the 4th April 1898.

7. The following gives a brief abstract of the important works completed by the 31st March 1898, and the progress made according to the latest reports received:

East Indian railway.—Work on the extension from Moghal Sarai to Gya is well advanced, and with the exception of the bridge over the Soane river, it is expected that the extension will be opened for traffic early in 1899, the Soane river being crossed by a diversion. The construction of the Hathras City branch has been commenced, and is expected to be completed by December 1898.

Bengal-Nágpur railway.—With the exception of the Bowreah-Howrah section, work has been continued on all the districts on the extensions from Sini *viá* Midnapore to Howrah and from Midnapore to Barang (Cuttack Road). Rails have been laid from Sini *viá* Khargpur to Kola, from Khargpur to Balasore and from Cuttack to Dhanmandle.

Indian Midland railway.—The first section of the Saugor-Katni extension, from Saugor to Damoh, was opened for traffic on the 26th March 1898, and the remaining length to Katni is expected to be opened in December 1898.

North Western State railway.—Work has been in progress on the Indus bridge section. The abutments and four piers have been completed, and the remaining two piers in deep water, which will be founded on caissons sunk by the pneumatic process, nearly completed.

The down line from Áb-i-Gum to Kolpur was opened for traffic on the 15th April 1897; from Kíamári to Pipri, on the 20th June 1897; and from Pipri to Kotri, on the 3rd May 1898.

Certain works necessary to effect a junction with the Southern Punjab railway have been carried out at Samásata and Bhátinda stations.

Work has been in progress on the Lyallpur-Toba Tek Singh extension of the Wazirabad-Lyallpur branch, and that on the Khánawal extension commenced.

Work on the Mári-Attock railway has been vigorously pushed forward, and it is expected that the line will be opened for traffic about December 1898.

Oudh and Rohilkhand State railway.—The Rae Bareli-Benares section was opened for traffic on the 4th April 1898, as stated in the preceding paragraph 6.

Eastern Bengal State railway.—The down line between Ránaghat and Porádaha was opened for traffic in sections between August and November 1897.

Sanction has been accorded to the construction of a bridge over the Teesta river at Kaunia, 13 spans of 150-foot girders; this bridge will extend the metre gauge, on the Rungpore branch eastward, across the first of the large rivers approaching Assam.

Work on the branch from Rajbári to Faridpur is well advanced, and it will probably be opened for traffic in July 1898.

East Coast State railway.—The standard gauge line from Bezwada to Kistna Canal Junction was completed and opened for goods traffic on the 15th July 1897. Work on 25 wells and both the abutments of the Gó dívári bridge at Rajahmundry has been in progress, and the approaches are well in hand.

Bezwada-Madras railway (Ennúr-Bezwada section).—Work is well in hand, and the railway is expected to be completed during 1898-99.

Great Indian Peninsula railway.—The construction of the Amalner-Jalgaon branch has been commenced.

Bombay, Baroda and Central India railway.—The new administrative offices opposite Church Gate Street station have been nearly completed.

The down line between Miyágám and Itola was opened on the 15th September 1897; between Virár and Pálghar, on the 1st December 1897; and between Pálghar to Dáhanu Road, on the 17th January 1898; and it is expected that the length between Miyágám and Amráoli will be shortly completed. The doubling of the line between Dáhanu Road and Sachin has been taken in hand, and the earth work is expected to be completed by June 1898.

About 71 per cent. of the work of renewing the 60-foot Warren girders with steel-plate girders has been carried out.

Madras railway.—The junction arrangements at Méttupálayam in connection with the Nílgiiri railway have been completed.

Southern Punjab (Delhi-Samásata) railway.—This line was opened for traffic on the 10th November 1897.

South Behar (Luckeeserai-Gya) railway.—Earthwork has been practically completed, three-quarters of the bridges finished and platelaying commenced. With the exception of the bridge over the Phalgu river, 18 spans of 100 feet, which will be crossed by a diversion, the line is expected to be opened for traffic early in 1899.

Hardwar-Dehra railway.—Work on the first 2 miles is well in hand, and that on the next 14 miles in progress. The line will probably be completed by December 1899.

Tapti Valley railway.—Work has been in progress throughout the year, and it is expected that the first section from Kankra Khari to Vyāra will be opened for traffic in October 1898.

Bina-Goonā railway.—The work on the extension of this railway from Goona to Bara is well advanced, and it is expected that the line will be opened for traffic before the end of 1898.

Bengal and North-Western railway.—The Bhatni-Turtipur branch, which was closed during the rains, was re-opened on the 1st December 1897; the Salimpur-Barhaj branch was opened on the same date; and the portion of the Nánpara-Katarnian Ghât extension from Mohinpurwa to Katarnian Ghât, on the 25th March 1898. The work between Bulrampur and Tulsipur is well advanced.

The Ganges-Gogra Doab lines of the Company's section are well advanced, and it is proposed to shortly open from Turtipur to Azimgarh; and early in 1899 from Mau to Benares, Ghazipur and Revelganj.

The works on the permanent bridge over the Gogra river at Bahramghat are well advanced, and it is expected to open the bridge for traffic early in 1899.

The work on the Hajepore-Katihār extension of the Tirhoot section has been in progress.

Rajputana-Malwa railway.—Almost all the works at Ujjain station for the joint use of the Rajputana-Malwa, Nágda-Ujjain and the Bhopal-Ujjain railways have been practically completed.

Assam-Bengal railway.—The portion of the main line from Akhaura to Badarpur, which was damaged by an earthquake in June 1897, was re-opened in sections between the 20th July and 18th October 1897. The section from Gauhati to Jamuna Mukh will probably be re-opened, with the Jamuna Mukh-Lanka and Badarpur-Silchar sections, by the beginning of 1899.

Burma railways.—The length from Moyoung to Myikyina was opened for goods traffic on the 1st January 1898.

On the Mandalay-Kunlon railway, work has been in progress since April 1897 on the first four divisions of the railway (up to mile 200), but in August, it was decided, owing to the stoppage of work at the Gokteik gorge, not to carry on works too far ahead, and the fourth division has been abolished, construction being restricted to the length between Myohaung and Lashio (180 miles). Fair progress has been made throughout, and the first section from Myohaung to Sedaw was opened for goods traffic from the 1st January 1898.

Shadipalli-Balotra railway (British section).—This railway, which extends from Hyderabad (Sind) to the Jodhpore frontier, has been sanctioned and work has been started.

Ahmedabad-Parántij railway.—The section from Ahmedabad to Talod was opened for traffic on the 1st May 1897; from Talod to Parántij, on the 2nd July 1897; and from Parántij to Idar-Ahmednagar, on the 23rd October 1897.

Brahmaputra-Sultanpur railway.—Work on this railway has been in progress, and the section from Sultanpur to Bogra will probably be ready by October 1898; from Bogra to Gar Fatehpur, by the end of February 1899; and from Gar Fatehpur to Kamarjani near Kaliganj, by the end of June 1899.

Mymensingh-Jamálpur-Jagunnathganj railway.—The section from Mymensingh to Jamálpur is well in hand, and will probably be ready by June 1898; the section from Jamálpur to Bausi is expected to be ready by January 1899; and from Bausi to Jagunnathganj, by July 1899.

Segowlie-Raksaul railway.—The earthwork, bridgework and platelaying are approaching completion.

Nílgiñi railway.—All work on this railway, except rack platelaying and girder erection, has been practically completed.

Birur-Shimoga railway.—This line is expected to be opened for traffic by the end of December 1898.

Hyderabad-Góddávari Valley railway.—Work has been put in hand from Manmád to Jalna (Northern section) and from Secunderabad to Nander (Southern section). The earthwork on the Northern section has been practically completed, and the earthwork and bridging on the Southern section is well advanced.

Jodhpore-Bickaneer railway.—Work has been in progress on the Native state section of the Shadipalli-Balotra railway, and the section is expected to be opened for traffic early in 1899.

The portion of the Bickaneer-Lankaransar section of the Bickaneer-Bhátinda extension, from Bickaneer to Khári, has been practically completed, and is expected to be opened for traffic shortly, and the extension from Khári to Lankaransar, by the end of 1899.

Oodeypore-Chitor railway.—The construction of an extension of this railway from Debari to the Ahr bridge, near the capital of Oodeypore, has been sanctioned, and it is expected to be completed by the end of 1898.

Dhrangadhra railway.—This railway, connecting Dhrangadhra with Wadhwan Junction, has been sanctioned; half the earthwork has been completed, the bridges are well in hand and stations and buildings in progress. It is expected that the line will shortly be opened for traffic.

Káraikkal-Peralam railway.—This railway was opened for passenger traffic on the 14th March 1898.

Gackwar's Dabhoi.—The Vishvámitri-Pádra section was opened for traffic on the 1st July 1897.

Rajpipla railway.—The section from Anklesvar to Raj Pardi was opened for traffic on the 1st July 1897; and work on the remaining section from Raj Pardi to Nándod has been in progress.

Cooch Behar railway.—The extension from the right bank of the Torsa river to the town of Cooch Behar will probably be opened before the ensuing rains, with a ferry across the river; and a further extension towards Santrabari has been sanctioned, and is expected to be opened for traffic by the end of May 1899.

Gwalior-Sipri railway.—This line is expected to be opened for traffic by March 1899.

8. The following were the principal events during the official year 1897-98:

Principal events.

The Conference of 1897 referred to in the last report also discussed the general question of the merits of light commercial feeder railways and the gauge which should be adopted for them, and also for Military light lines. The conclusions of the Conference and their recommendations have been forwarded for the consideration of Her Majesty's Secretary of State for India.

No new railways were sanctioned during the year under the "Branch line terms" resolution of 1896, but negotiations in regard to the following branches have been in progress:

	Miles.
Gogri (Mansi) Bháptiáhi	80
Bhágálpur-Bansi-Baidyanáth	69
Ahmadpur-Baidyanáth	63
Láksám-Noakhali-Ichakhali	38
Amritsar-Tain Taran-Sarháli	30
Jullundur-Hoshiárpur	24
Mutupet-Avadayáikóvil	45
Kalka-Simla	68
Coondor-Ootacamund extension, Nilgiri railway	12
Madura-Pamban	100
Kurnool Road branch	36
Bezwada-Mosulpatam	44
Sábarmati Dholka	33
Narind-Kapadvanj	28
Chandipur Taki	39

A severe earthquake occurred on the 12th June, and resulted in considerable damage to the Eastern Bengal, Assam-Bengal, Bengal Dooars, Cooch Behar and Cherra-Companyganj railways.

During June to November, the North Western State railway was fully occupied in the movement and concentration of troops, animals and stores in connection with the military operations on the North Western Frontier.

The maintenance of the Bezwada extension railway was taken over by the East Coast State railway from the Nizam's Guaranteed State railway, from the 1st January 1898.

On the 1st January 1897, the working of the colliery line to the Makum coal fields of the Assam Railway and Trading Company Limited (Ledo and Tikak-Margherita colliery) was taken over by the Dibru-Sadiya railway and opened for goods traffic.

9. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1897 amounted to Rs. 276·32* crores, thus:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Crores	205·40	69·13	1·06	0·73	276·32

In addition to this, Rs. 0·80 crores were expended on collieries and on surveys completed and in progress, making up the total expenditure on railways under all heads to Rs. 277·12 crores.† Of this, the capital outlay on open lines, including steam-boat service and suspense accounts, amounted to:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Crores	195·48	63·06	1·03	259·57

The average cost‡ per mile of railway open was as follows:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
	1,56,625§	71,529§	33,984

The cost per mile of single track, including sidings, was:

	Rs.	Rs.	Rs.
	1,20,657	63,316	32,019

10. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses and net earnings of all railways from the commencement of operations to the end of 1897.

11. The map published with this report shows the railways constructed or sanctioned for commencement up to the 31st March 1898 and the gauge of each line.

12. The gross earnings during the calendar year were Rs. 25,59,51,692, against Rs. 25,36,60,425 during 1896 as follows:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896	18,70,75,292	6,49,97,745	15,87,388	25,36,60,425
1897	18,90,77,909	6,53,14,984	15,58,799	25,59,51,692
Difference	+ 20,02,617	+ 3,17,239	—28,589	+ 22,91,267

* Including interest on capital during construction, which in the case of the Bengal and North-Western (company's section), the Delhi-Umballa-Kalka, the Lucknow-Bareilly section (Rohilkund and Kumaon) and the Bengal Dooars railways, was charged to the capital account of those lines.

† As per details in Chapter VII, paragraph 1 Rs. 285·21 crores.

Deduct—
Total difference as per foot-note § on the first and second pages of statement

No. 17, due to premia on lines purchased 8·09 „

Total 277·12 „

‡ On outlay charged to final heads of account, excluding steam-boat.

§ The mileages on which these are calculated include 1,273½ miles of standard, and 10½ miles of metre gauge line-aid with two or more tracks. For details see statement No. 32.

Of the total gross earnings during 1897, 73·87 per cent. was earned by the standard gauge lines, 25·52 per cent. by the metre gauge, and the balance, 0·61 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching . . .	6,14,73,526	2,64,25,836	6,89,386	8,85,88,748
Goods . . .	12,18,99,478	3,60,58,010	8,01,338	15,87,58,826
Miscellaneous, in- cluding steam-boat	57,04,905	28,31,138	68,075	86,04,118
TOTAL . . .	18,90,77,909	6,53,14,984	15,58,709	25,59,51,692

13. The number of passengers carried as compared with the previous year was as follows:

Passenger traffic.

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1896 . . .	103,326,920	56,482,215	1,008,132	160,817,267
1897 . . .	94,897,070	55,478,448	888,298	151,263,816
Decrease . . .	8,429,850	1,003,767	119,834	9,553,451

And the passenger-miles:

	Miles			
1896 . . .	4,301,967,166	2,099,289,764	26,351,210	6,427,608,140
1897 . . .	3,921,890,554	1,985,118,059	23,938,363	5,930,946,976
Decrease . . .	380,076,612	114,171,705	2,412,847	496,661,164

The passenger earnings were:

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	5,63,60,080	2,52,03,717	*6,40,930	*8,22,04,727
1897 . . .	5,15,53,302	†2,40,71,696	*5,91,742	*†7,61,94,584
Decrease . . .	48,06,778	11,32,021	49,188	59,87,987

The earnings from other coaching traffic were as follows:

1896 . . .	75,74,610	21,46,987	96,568	98,18,165
1897 . . .	99,20,224	23,54,140	97,644	1,23,72,008
Increase . . .	23,45,614	2,07,153	1,076	25,53,843

14. The aggregate tonnage of goods, material and live-stock carried was 33,698,617 tons against 32,471,335 tons in 1896 as follows:

	Standard gauge.	Metre gauge.	Specil gauges.	TOTAL.
1896 . . . Tons	24,316,903	7,999,668	154,764	32,471,335
1897 . . . „	25,323,367	8,207,721	167,529	33,698,617
Increase . . .	1,006,464	208,053	12,765	1,227,282

The goods ton-mileage being:

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1896 . . . Miles	3,661,861,796	921,844,138	5,010,090	4,588,716,024
1897 . . . „	3,842,273,077	966,119,061	5,444,529	4,813,836,667
Increase . . .	180,411,281	44,274,923	434,439	225,120,643

* Including the earnings from other coaching traffic on the Jorhāt State railway.

† Including the total coaching earnings of the Jāmnagar railway for the 1st-half of 1897, Rs. 22,156, as details are not furnished.

The goods earnings were :

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	11,82,08,245	3,51,23,521	8,19,739	15,41,51,505
1897 . . .	12,18,99,478	3,60,58,010	8,01,338	15,87,58,826
Difference . .	+ 36,91,233	+ 9,34,489	—18,401	+ 46,07,821

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 20,029,281 tons, or 1·83 per cent. more than in 1896, and the freight received aggregated Rs. 13,07,94,408, being 1·42 per cent. more.

Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 1,214,517 tons, or 3·76 per cent., and the earnings of Rs. 46,25,722, or 3·02 per cent.

Approximate earnings, first quarter, 1898. 15. The total earnings for the first quarter of 1898 were higher than in the first quarter of 1897, but lower than in the first quarter of 1896 :

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1st quarter of 1896	5,38,59,865	1,64,83,475	3,79,650	7,07,22,990
" " " 1897	*4,93,45,894	*1,55,05,689	*3,55,109	*6,52,06,672
" " " 1898	5,44,90,000	1,54,02,900	3,03,200	7,01,96,100

The figures relating to each railway separately will be found in Appendix G, pages xxx and xxxii.

16. The total working expenses amounted in 1897 to Rs. 12,51,11,631 against Rs. 12,19,76,875 in the previous year as follows :

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	8,82,45,511	3,28,61,493	8,69,871	12,19,76,875
1897 . . .	9,06,13,396	3,85,77,753	9,20,482	12,51,11,631
Increase . .	23,67,885	7,16,260	50,611	31,34,756

The percentage of expenses on gross earnings under the several departmental heads was as follows :

	Standard gauge.	Metro gauge.	Special gauges.	Average of all lines.
Maintenance . . .	12·73	12·40	13·35	12·65
Locomotive . . .	15·67	16·21	18·50	15·83
Carriage and wagon . . .	4·59	4·16	6·05	4·49
Traffic . . .	7·95	9·00	10·30	8·23
General . . .	4·43	7·29	8·93	5·19
Steam-boat, special and miscellaneous, and rent of leased lines . . .	2·09	1·94	1·46	2·05
Contribution to Provident Fund	0·46	0·41	0·46	0·44
TOTAL . .	47·92	51·41	59·06	48·88

17. The net earnings realised were Rs. 13,08,40,061 against Rs. 13,16,83,550 in 1896 as under :

Net earnings.

	Standard gauge. Rs.	Metro gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1896 . . .	9,88,29,781	3,21,36,252	7,17,517	13,16,83,550
1897 . . .	9,84,64,513	3,17,37,231	6,38,317	13,08,40,061
Decrease . .	3,65,268	3,99,021	79,200	8,43,489

18. The statistical return on the capital expenditure * on open lines, including steam-boat service and suspense accounts, compares as follows :

	Standard gauge.	Metro gauge.	Special gauges.	Average of all lines.
1896	5.17	5.27	7.76	5.20
1897	5.03	5.05	6.21	5.04

19. The financial results to the State of working the Indian railways for the financial year 1897-98 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1897-98 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter :

Losses—

	1896-97. Rs.	1897-98. Rs.
Guaranteed railways	1,41,03,700	1,32,75,000
State railways, military, open	58,38,030	52,26,000
State railways, military, unopen	5,67,030	6,96,300
State railways, commercial, open	63,07,900	13,45,000
State railways, commercial, unopen	7,98,890	15,26,700
TOTAL LOSSES	2,76,15,550	2,20,69,000

Gain—

State lines leased to companies	—89,83,320	—89,29,000
State lines worked by companies	1,17,69,100	1,62,88,000
GAIN	27,85,780	73,59,000
APPARENT NET LOSS	2,48,29,770	1,47,10,000

Add—Charges debited to—

39—Guaranteed companies—Land and supervision	2,80,830	2,86,000
40—Subsidised companies—Land, interest and subsidies	8,50,200	11,08,000
41—Miscellaneous railway expenditure	6,39,010	2,36,000
TOTAL APPARENT CHARGE	2,65,99,810	1,63,40,000

The interest charges for the East Indian, Eastern Bengal, and North Western railways for 1896-97 include annuities paid in England, which comprise a contribution of about $38\frac{2}{3}$ * lakhs of rupees for sinking funds, which will redeem the capital at the expiry of the periods during which the annuities are to run. Deducting this sum from the charges incurred during the year on the railway account, the charge to the State during 1896-97 in connection with the entire Indian railway system will stand at about $227\frac{1}{3}$ lakhs of rupees. The contribution on account of sinking funds in 1897-98 amounted to about $\dagger 37\frac{3}{4}$ lakhs, and deducting this amount in the same way, the net charge to the State will amount to about $125\frac{3}{4}$ lakhs of rupees.

If interest on lines under construction were also excluded from the above figures, the charges to the State on account of the whole of the railways in India open to traffic in 1896-97 would be about $209\frac{1}{2}$ lakhs, and in 1897-98, about 93 lakhs of rupees.

* The capital expenditure here referred to is that shown in Chapter VII, statement No. 22, which is that expended on lines open for traffic.

The charges on account of guaranteed railways are attributable to the high rate of the interest guaranteed; to loss by exchange in paying in sterling in England the interest on the capital cost of the lines; and to the fact that the Companies' share of surplus profits is, under the contracts, calculated on the supposition that earnings could be remitted in payment of interest at a rate of 1s.10d. the rupee.

The State has to continue to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from cheaper money and the improved credit of the country: that is to say, where the State could now raise money at a little over $2\frac{1}{2}$ per cent. to pay off loans raised at higher rates of interest, it has to continue paying interest at a high average rate of about $4\frac{3}{4}$ per cent. on the capital raised by the guaranteed companies; and, owing to the fall in exchange, the sterling interest charges if converted into rupees at the average rate for 1896-97 gives a percentage of about 7 on the total capital raised converted at the contract rate of exchange.

Had it been possible to remit the earnings at the contract rate of exchange, the result to the State of the working of the guaranteed railways would have been a charge of Rs. 17,87,810 in the year 1896-97 instead of a charge of Rs. 1,41,03,700 as shown above.

The direct annual loss or gain to the State from railway outlay from 1858-59 up to 1876-77, and during each financial year from 1877-78 to 1897-98 will be found in statement No. 5 on pages 16 and 17.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1896-97.

Classification No.	RAILWAY.	Capital raised to the end of 1896-97.	Capital withdrawn to the end of 1896-97.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97, less share of surplus profits paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVIII	GREAT INDIAN PENINSULA	25,737,525	25,523,883	1,197,890	1,98,94,960	18,370	1,99,13,330	1,05,35,760	—93,77,570
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	9,517,768	9,523,901	430,340	71,47,230	56,170	72,03,400	58,43,650	—13,59,750
XX	MADRAS	11,067,181	11,126,294	532,737	88,47,880	7,710	88,55,590	54,89,210	—33,66,380
	TOTAL	46,322,474	46,174,078	2,160,967	3,58,90,070	82,250	3,59,72,320	2,18,68,620	(a) —1,41,03,700

(a) This loss does not include charges for land and controlling establishment in connection with guaranteed enterprise (amounting to Rs. 2,80,830) met by Government in 1896-97.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by, or supplied to, companies under contract with the Secretary of State.)

Results to the State of working for the official year 1896-97.

Classification No.	RAILWAY.	Sub-scribed capital, including advances by the Secretary of State under Act 51 Vic., cap. 5, to the end of 1896-97.	Capital outlay to the 31st March 1897.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97, less share paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Charged in India.	Total		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	BENGAL CENTRAL	1,000,000	1,11,78,200	33,750	5,60,530	...	5,60,530	2,42,870	-3,17,660
III	BENGAL-NAGPUR	7,777,628	11,61,96,970	260,950	43,33,950	3,68,690	47,02,640	26,03,780	-20,98,860
IV	INDIAN MIDLAND	7,351,775	9,53,33,720	253,149	42,04,380	43,090	42,47,470	19,57,760	-22,89,710
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) .	160,837	(a) 39,20,700	...	...	1,51,480	1,51,480	2,63,760	-87,570
	OUTLAY BY THE STATE ON THE BAREILLY-PILIBHIT AND LUCKNOW-SITAPUR-SERAMAU RAILWAYS PRIOR TO TRANSFER .	...	51,21,140	...	...	2,04,850	2,04,850		
XLIII	SOUTHERN MAHRATTA . . .	(b) 6,603,957	(b) 8,04,80,660	221,735	36,82,650	...	36,82,650	21,09,870	(c) -22,35,920
	OUTLAY BY THE STATE ON THE BELLARY-KISTNA SECTION .	...	1,65,78,410	...	...	6,63,140	(c) 6,63,140		
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	1,224,000	1,47,16,050	48,000	7,97,200	...	7,97,200	4,92,200	-64,480
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY .	...	...	...	...	-2,40,520	-2,40,520		
XLVIII	ASSAM-BENGAL—PART I . . .	...	31,00,670	...	...	1,15,820	1,15,820	-10,780	-18,83,600
	ASSAM-BENGAL—PART II . . .	2,015,385	3,15,78,310	67,242	11,16,780	...	11,16,780		
	ASSAM-BENGAL—PART II—OUTLAY AGAINST ADVANCES MADE IN INDIA BY THE STATE UNDER THE HEAD "48" . . . .	...	2,15,08,480	...	...	6,40,220	6,40,220		
XLIX	BURMA—COMPANY'S ACCOUNT .	1,836,462	48,19,730	19,085	3,16,970	...	3,16,970	34,24,420	-5,520
	BURMA—GOVERNMENT ACCOUNT .	...	7,87,25,520	...	...	31,12,970	31,12,970		
	TOTAL .	27,973,044	48,32,63,560	903,911	1,50,12,460	50,59,740	2,00,72,200	1,10,88,880	-69,83,320

(a) Including outlay from advances made in India.

(b) Including the Bellary-Kistna section since the date of transfer from the State, viz., the 1st January 1888.

(c) The outlay on the Bellary-Kistna section by the State, representing the amount expended up to the 31st December 1887 and liabilities incurred up to that date and subsequent law charges, was not taken over by the Company, so that the interest on this capital must be taken into account in stating the loss to the State on the Southern Mahratta railway.

STATEMENT No. 3.

State railways (Commercial).

Results to the State of working for the official year 1896-97.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1897.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Commercial lines and collieries.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	(1) Open for traffic or working.							
XI	NORTH WESTERN—	(a)						
	COMMERCIAL SECTION	33,02,05,450	570,408	91,75,020	82,02,770	1,76,77,790	1,22,79,370	-53,98,420
XII	HYDERABAD-SHAHIDABAD	18,29,860	...	...	72,180	72,180	58,250	-13,930
XIII & LI	ODDH AND ROHILKHAND	11,82,03,700	327,062	51,31,060	5,81,540	60,16,500	36,85,370	-23,31,130
XIV & L	EASTERN BENGAL	(a) 12,11,08,100	155,594	25,81,160	33,12,430	59,07,530	82,65,190	+30,61,600
IX & XVI	EAST COAST (b)	5,77,36,120	...	...	22,51,750	22,51,750	6,27,500	-16,21,250
LXXX	JORHAT	8,95,630	...	...	31,500	31,500	10,170	-15,330
	CHEBBA COMPANYGANJ	7,73,770	...	...	31,110	31,110	1,070	-30,040
	UMARIA COLLIERY	11,65,930	...	...	45,220	45,220	-5,590	-50,810
	WARORA COLLIERY	19,32,660	...	...	78,520	78,520	1,72,930	+94,410
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL)	61,29,41,310	1,053,154	1,74,91,140	1,46,20,020	3,21,11,160	2,58,03,260	-63,07,900
	(2) Unopen lines and miscellaneous charges.							
XVII	BEZWADA-MADRAS (ENNOR-BEZWADA SECTION)	91,08,950	...	...	2,20,460	2,20,460	...	-2,20,460
	RAJBARI-FARIDPUR (EASTERN BENGAL).	23,130	...	...	460	460	...	-460
	RAE BARELI-BENARES	31,57,710	...	...	76,660	76,660	...	-76,660
	GODAVARI BRIDGE (EAST COAST)	1,72,860	...	...	3,460	3,460	...	-3,460
	LYALLPUR-KHANAWAL	60,390	...	...	1,210	1,210	...	-1,210
	JULLUNDER-HOSHIARPUR	16,890	...	...	340	340	...	-340
	LUDHIANA-FEROZEPUR	22,540	...	...	450	450	...	-450
	KOTRI-ROHRI CHORD LINE	1,20,04,190	...	...	3,92,130	3,92,130	...	-3,92,130
	STORES SUSPENSE BALANCES	12,53,980	...	...	26,700	26,700	...	-26,700
	PETROLEUM OPERATIONS, BALUCHISTAN	1,19,190	...	...	4,770	4,770	...	-4,770
	NAGPUR-CHHATISGARH DEPRECIATION ACCOUNT	6,57,030	...	...	26,280	26,280	...	-26,280
	VIZAGAPATAM-RAIPUR*	2,45,040	...	...	9,800	9,800	...	-9,800
	BILASPUR-ETAWAH SURVEY*	75,140	...	...	3,000	3,000	...	-3,000
	RANAGHAT-BHAGWANGOLA*	3,02,440	...	...	12,090	12,090	...	-12,090
	SOUTHERN MAHRATTA (DEPRECIATION ON WORKS, ETC.)	5,27,070	...	...	21,080	21,080	...	-21,080
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL), ETC.	2,81,68,550	...	...	7,98,890	7,98,890	...	-7,98,890
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL)	67,11,09,860	1,053,154	1,74,91,140	1,54,18,910	3,29,10,050	2,58,03,260	-71,06,790

	Rs.	North Western railway. Rs.	Eastern Bengal railway. Rs.
(a) Capital outlay—			
Commercial section as above	33,02,05,450	48,20,06,100	12,11,03,100
Military section as in statement No. 3-A.	11,29,00,050		
Deduct premium		2,93,39,040	1,13,54,370
Amount shown as capital in the published finance accounts of the Government of India		45,27,59,060	10,97,43,730

(b) Includes the Bezwada extension of the East Coast State railway, which is worked by His Highness the Nizam's Guaranteed State Railway Company.

* Abandoned or in abeyance.

STATEMENT No. 3-A.
State railways (Military).

Classification No.	RAILWAY.	Capital outlay to the 31st March 1897.	INTEREST CHARGES FOR 1896-97.				Net receipts for 1896-97.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	Military lines.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
XI	(1) Open for traffic.							
	NORTH WESTERN— MILITARY SECTION*	14,28,90,650	...	...	53,31,850	53,31,850	—5,06,180	—58,38,030
	TOTAL OPEN STATE RAILWAYS (MILITARY)	14,28,90,650	...	...	53,31,850	53,31,850	—5,06,180	—58,38,030
	(2) Unopen lines, etc.							
	MARI-ATTOCK	1,13,19,420	...	...	3,76,930	3,76,930	...	—3,76,930
	FRONTIER RAILWAY RESERVE MATERIAL	43,90,340	...	...	1,75,390	1,75,390	...	—1,75,390
	PESHAWAR RAILWAY RESERVE MATERIAL	3,67,760	...	...	14,710	14,710	...	—14,710
	TOTAL UNOPEN STATE RAILWAYS (MILITARY)	1,60,77,520	...	...	5,67,030	5,67,030	...	—5,67,030
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY)	15,89,68,170	...	...	58,98,880	58,98,880	—5,06,180	—64,05,060
	GRAND TOTAL, STATE RAILWAYS (COMMERCIAL AND MILITARY) .	83,00,78,030	1,053,154	1,74,91,140	2,13,17,790	3,88,08,930	2,52,97,080	—1,85,11,850

* Including the line from Ruk to Chaman and the Quetta loop, Sibi to Bostán and Bolan and Quetta; the Sind-Sagar line from Lāla Mēśā to Sher Shah junction with branches; and the lines from Golra to Khushālgarh and Muzaffarabad junction to Sher Shah, the late Salt branch, metre gauge, the Miānwālī-Māri branch railway and the Mushkal-Bolan railway.

STATEMENT No. 4.

State railways worked by companies.

Results to the State of working lines constructed or purchased by Government and worked by companies for the official year 1896-97.

Classification No.	RAILWAY.	Capital outlay to the 31st March 1897.	INTEREST AND ANNUITY CHARGES FOR 1896-97.				Net receipts (less surplus profits paid to shareholders) for 1896-97.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND).		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs. (a)	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	42,33,85,310	1,494,614	2,48,23,040	29,56,890	2,77,79,930	3,60,18,950	+82,39,020
V	BHOPAL-ITÁRSI (BRITISH SECTION)	23,45,890	...	...	93,260	93,260	62,750	-30,510
VII	WARDHA COAL	49,96,330	...	...	1,99,740	1,99,740	88,860	-1,15,880
VIII	DHOND-MANMÁD	1,13,89,550	...	...	4,55,170	4,55,170	3,67,309	-87,760
X	MADRAS-ENNŪR SECTION (BEZWADA-MADRAS)	5,82,050	...	...	23,090	23,090	10,190	-12,900
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	2,58,67,090	...	...	10,32,340	10,32,340	12,77,300	+2,44,960
	TIRHOOT EXTENSIONS	15,75,680	...	...	32,190	32,190	...	-32,190
VI & XLI	RAJPUTANA-MALWA, INCLUDING GODHRA-RUTLAM-NÁGDÁ PALANPUR-DEESA GUNTAKAL-MYSORE FRONTIER							
XLII								
XLIV								
XLVI	SOUTH INDIAN	8,35,70,540	177,921	29,54,970	10,62,810	40,17,780	38,23,860	-1,93,920
XLVII	MÁYAVARAM-MUTUPET	24,69,440	...	...	98,410	98,410	1,05,290	+6,880
	TOTAL	71,27,46,890	1,672,535	2,77,78,010	1,22,67,440	4,00,45,450	5,18,14,550	+1,17,69,100

(a) Capital as above Rs. 42,33,85,310
Deduct premium 6,55,00,000

Amount shown as capital in the published finance accounts of the Government of India 35,78,85,310

(b) Including Rs. 60,570 expended by the State on the survey of this line, but not included in the capital account of the railway.

(c) Capital as above Rs. 8,35,70,540
Deduct premium 98,92,770

Amount shown as capital in the published finance accounts of the Government of India 7,36,77,770

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).				STATE LINES WORKED BY THE STATE.				STATE LINES EXCLUDING
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less surplus profits paid to companies.	Guaranteed interest.	Loss to the State.	Capital expenditure.	Net traffic receipts, less surplus profits paid to companies.	Interest and annuity. (d)	Loss to the State.	Capital expended.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1859-59 to 1876-77	40,679,454	28,519,752	50,111,055	21,562,303	23,538,234	2,296,760	6,160,899	3,864,159	9,734,320
1877-78	41,301,759	2,327,993	2,931,834	3,811	31,429,069	931,597	1,539,457	607,860	11,562,783
1878-79	41,682,705	1,619,109	2,473,255	854,146	33,178,146	805,422	1,693,335	887,963	13,462,694
1879-80	41,764,715	1,448,896	2,481,400	1,032,504	36,073,275	968,613	1,777,269	809,647	15,492,452
1880-81	41,742,884	1,722,573	2,488,599	766,026	39,794,470	1,370,332	1,899,329	528,997	17,232,260
1881-82	42,075,110	2,343,565	2,496,263	152,693	41,033,835	1,120,266	2,000,945	830,679	19,233,660
1882-83	42,168,326	2,132,401	2,533,920	401,519	42,615,781	1,256,415	2,133,951	877,536	20,521,702
1883-84	42,629,697	2,137,094	2,539,530	402,436	45,063,279	1,360,563	2,155,659	794,796	22,897,853
1884-85	43,096,508	2,293,615	2,588,135	294,520	(a) 49,315,639	1,533,771	2,244,336	705,565	27,262,817
1885-86	43,682,117	2,503,229	2,761,684	238,455	(b) 57,441,360	1,923,223	2,568,277	649,654	30,653,692
1886-87	43,529,450	2,662,601	2,908,441	245,840	62,123,459	1,797,584	2,873,116	1,075,582	34,252,218
1887-88	43,837,158	2,494,404	3,007,228	512,824	65,187,865	1,545,074	3,063,971	1,518,897	38,865,035
1888-89	44,343,227	2,712,916	3,105,916	363,000	(c) 68,551,352	1,829,123	3,243,347	1,414,224	42,998,050
1889-90	44,623,363	2,521,976	3,084,675	562,699	70,419,934	2,322,233	3,203,214	880,961	46,493,037
1890-91	45,091,263	2,841,185	2,844,547	3,362	72,346,190	2,319,183	3,150,571	831,588	(e) 54,991,610
1891-92	45,137,155	2,770,064	3,069,430	299,366	75,273,278	2,677,615	3,355,444	677,829	56,716,832
1892-93	45,207,409	2,662,489	3,438,635	776,146	78,508,182	2,177,320	3,681,650	1,504,330	59,014,659
1893-94	45,276,701	2,812,558	3,557,492	744,934	81,307,226	2,621,612	3,885,506	1,263,894	60,609,674
1894-95	45,594,262	2,449,616	3,953,754	1,504,138	84,237,291	3,114,014	4,127,756	1,013,742	62,910,168
1895-96	45,912,510	2,773,731	3,806,675	1,032,944	87,146,715	3,397,013	4,166,192	859,479	65,681,249
1896-97	46,174,078	2,186,862	3,597,232	1,410,370	83,007,803	2,529,708	3,880,893	1,351,185	77,262,614
1897-98 Revised estimate	46,565,178	2,042,800	3,370,300	1,327,560	85,551,103	3,019,000	3,898,400	879,400	81,890,714
TOTAL . . . . .	...	78,038,429	112,550,000	34,511,571	...	42,836,761	66,703,553	23,866,797	...

(a) Includes capital expenditure on the Eastern Bengal railway prior to purchase as under :

	£
Share capital at time of purchase	2,255,480
Premium on share capital at time of purchase	1,136,427
Debentures and debenture stock	1,023,639
TOTAL	4,415,546

(b) Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under :

	£
Share capital at time of purchase	11,075,320
Premium on share capital at time of purchase	2,933,604
TOTAL	14,008,924

(c) Includes £10,330,049 on account of purchase-money of the Oudh and Rohilkhand railway.

(d) Interest on capital outlay calculated at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway on which 4½ per cent. is paid by the State.

(e) Includes the following amounts in connection with the acquisition of the South Indian railway by the State :

	£
Debt created for redemption of share capital	4,107,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	5,602,557

This figure differs from the purchase-money entered in the Finance and Revenue accounts of the Government of India, in which £1,000,000 recd. from the company is treated as reduction of debt.

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against State railways from 1880-81

from railway outlay since 1858-59.

LEASED TO AND WORKED BY COMPANIES, THE EAST INDIAN RAILWAY.			EAST INDIAN RAILWAY (FROM 1872-73).				Loss to the State on working the railway sys- tem of India.	OTHER CHARGES.			Total loss to the State.
Net traffic receipts, less surplus profits paid to com- panies.	Interest and annuity. (f)	Loss to the State.	Capital expended.	Net traffic receipts, less surplus profits paid to share- holders.	Interest and annuity.	Gain to the State.		39. Guar- anteed com- panies. Land and super- vision.	40. Subsi- dised com- panies Land, in- terest and subsidy.	41. Miscel- laneous railway expendi- ture.	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
543,229	1,629,210	1,085,981	30,600,227	9,253,793	8,201,162	1,052,631	25,459,792	2,910,435	...	120,951	28,491,178
299,083	489,365	190,282	30,759,994	2,455,714	1,715,335	740,379	61,604	66,420	...	22,126	150,150
241,118	578,218	337,100	31,331,420	1,928,410	1,818,712	109,698	1,969,511	57,758	...	48,423	2,075,692
269,817	658,518	388,701	(g) 37,770,596	2,563,667	1,821,323	742,344	1,487,508	63,284	...	19,683	1,570,475
334,639	735,991	401,352	38,242,939	2,421,288	1,653,794	767,494	928,881	57,614	...	57,708	1,044,203
635,334	811,465	176,131	38,733,469	3,085,081	2,021,697	1,063,384	146,124	74,745	13,226	51,860	285,955
777,084	914,126	137,042	38,883,838	2,547,702	2,085,630	462,072	954,025	72,182	25,992	253,995	1,306,194
967,911	1,042,126	74,215	39,110,477	3,030,972	2,072,270	958,702	812,745	67,326	54,573	-120,405	305,239
915,207	1,170,640	255,493	39,404,979	2,505,529	2,103,200	402,329	853,189	61,457	39,551	97,554	1,051,751
1,103,987	1,335,277	231,290	39,660,122	2,849,305	2,228,267	621,038	508,761	79,553	44,125	99,274	731,713
1,246,064	1,602,842	356,778	39,823,790	3,015,407	2,320,048	695,359	982,791	66,235	45,243	94,399	1,188,668
1,237,599	1,764,332	526,733	39,884,454	2,974,710	2,391,733	582,977	1,975,477	51,435	43,627	51,847	2,122,386
1,464,831	2,062,993	593,162	39,888,069	2,811,607	2,526,563	285,044	2,090,342	44,345	28,071	70,634	2,233,392
1,584,798	2,164,590	579,792	39,955,263	2,821,099	2,401,042	420,057	1,603,395	30,952	69,130	149,124	1,852,601
1,824,738	2,203,731	378,993	39,942,431	2,974,118	2,219,193	754,925	458,818	42,988	36,288	149,197	687,291
2,151,405	2,323,124	171,719	39,869,319	3,353,829	2,376,332	977,497	171,417	19,257	33,130	92,060	315,864
2,394,503	2,580,982	186,479	40,236,379	3,298,116	2,630,621	667,492	1,799,463	29,423	29,026	-10,860	1,847,052
2,434,981	2,648,399	213,418	40,779,756	3,558,539	2,713,353	845,186	1,377,060	34,004	21,000	103,439	1,535,503
2,757,549	2,920,698	163,149	41,167,995	3,489,561	3,008,426	481,135	2,199,894	31,541	16,694	100,360	2,348,489
2,601,603	2,903,964	302,361	41,689,109	3,609,247	2,916,323	692,924	1,501,560	28,808	18,251	71,649	1,620,268
2,688,448	3,233,772	545,324	42,338,531	3,601,895	2,777,993	823,902	2,482,977	28,083	85,020	63,901	2,659,981
2,756,600	3,305,300	548,700	43,538,531	3,920,300	2,635,700	1,284,600	1,471,000	28,600	110,800	23,600	1,634,000
31,230,528	39,079,663	7,849,135	...	72,069,839	56,638,720	15,431,169	50,796,334	3,946,445	713,747	1,601,519	57,058,045

(f) Includes the following amounts for advances and repayments of advances of interest.

	1881-82.	1882-83.	1883-84.	1884-85	1885-86.	1886-87.	1887-88.	1888-89	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98 Revised.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	10,807	34,164	45,239	...	...	...	...	...	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,763	49,103	31,480	32,994	17,883	34,054	41,694	25,252	24,052	12,300
Net	2,426	12,293	30,905	44,621	-119	-1,616	-24,764	-42,763	-49,103	-31,480	-32,994	-17,883	-34,054	-41,694	-25,252	-24,052	-12,300

(g) This sum is arrived at thus:

Capital of the East Indian railway at time of purchase	£ 26,200,000
25 per cent. premium thereon	„ 6,550,000
Debentures and debenture stock	„ 4,350,000
Outlay subsequent to purchase	Rx. 151,219
Outlay on the Duddanagar-Ghazipur, Nalhati and Patna-Gya railways	„ 425,348

TOTAL Rx. 37,779,596

* Of these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is included in the column "Interest and annuity," and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

CHAPTER II.

Works completed and in progress.

The following paragraphs deal briefly with the chief works completed and in progress on the various railways in India during the official year ending on the 31st March 1898 :

East Indian Railway (standard gauge).

2. The relaying with 85lb. steel rails on the lower part of the line has been carried on under great difficulties owing to the increased number of trains running. The strengthening of the Jumna bridge at Delhi is in progress, as also that of the Keul and Hullahar bridges. The Salanpur branch has been extended by 1.25 miles, and the Sakrigali and Maharajpur Ghât branches by 1.36 miles each.

On the Moghal Sarai-Gya extension, 126.26 miles, rather more than three quarters of the earthwork and about one-third of the major and minor bridges have been completed. At the Soane bridge, 93 spans of 100 feet, the foundations for 60 piers are in hand and the wells for 30 piers have been sunk. Permanent-way has been laid on 36 miles. It is expected that, with the exception of the Soane bridge, this extension will be ready to be opened for traffic early in 1899, the Soane being crossed by a diversion.

The construction of a branch connecting Hathras Junction with Hathras City, a length of 5.61 miles, was commenced during the year, and it is expected that the branch line will be completed by December 1898.

South Behar (Luckeeserai-Gya Railway) (standard gauge).

3. On this railway, extending from Luckeeserai to Gya, 78.81 miles, fair progress has been made; the earthwork has been practically completed and three-quarters of the work on major and minor bridges finished. Good progress is being made at the Phalgu bridge, 18 spans of 100 feet, which is the most important work on the line, and the laying of the permanent-way has been commenced. With the exception of the Phalgu river crossing, over which a diversion will be laid, the line is expected to be opened for traffic early in 1899.

Rewah Railway (2' 6" gauge).

4. A preliminary survey for this line from Sutna on the East Indian railway to Rewah, a distance of 31 miles, was carried out by the Rewah Durbar at the close of 1896. The alignment chosen, which presents no engineering difficulties, is generally parallel to the existing road and about 150 feet apart from it. The ruling gradient adopted is 1 in 125, and the maximum curvature 1,100 feet radius. The cost of the line, as at present ascertained, will be Rs. 5,25,000 or Rs. 16,936 per mile. With the view to afford relief to famine stricken persons, the earthwork and breaking of ballast was commenced in January 1897 by the Rewah Durbar, and about three-fourths of the earthwork and the breaking of the required quantity of ballast has been completed as a famine relief work. In April 1897 the project for the construction of the railway at the cost of the Rewah Durbar was approved, and the plans and estimates for the stations, culverts, etc., have been prepared. Arrangements are being made for working the line, when completed, by the agency of the East Indian Railway Company.

Bengal Central Railway (standard gauge).

5. Sidings for the interchange of traffic at Dum-Dum Junction have been constructed and opened for traffic from the 10th September 1897, and work on the engine turning and watering arrangements at Dum-Dum Cantonment is in progress. An estimate for supplying brick ballast to those portions of the line which were not originally sufficiently ballasted, and are now in most need of additional ballast, has been sanctioned, and the work is in progress.

Bengal-Nágpur Railway (standard gauge).

6. With the exception of the Bowreah-Howrah section, on which the commencement of work from Bowreah up to Satragatchi station was only authorized in February 1898, work was continued throughout the year on all the districts on the extensions from Sini *viâ* Midnapore to Howrah, and from Midnapore to Barang (Cutlack Road), a total length of about 360 miles. Earthwork has been almost completed, some of the girders of the major bridges, are being erected and considerable progress has been made with well-sinking. At the Roopnarain bridge, five of the caissons have been pitched and are being sunk. The minor bridges have been completed, excepting a few in the Balasore district, and station buildings and staff quarters are in course of construction. Rails have been laid from Sini *viâ* Khargpur to Kola on the Roopnarain river, from Khargpur to Balasore and from Cutlack to Dhanmandal.

Work was commenced on a 2-foot gauge feeder line, from Raipur to Dhamtari with a subsidiary branch from Abhanpur to Rajim, a total length of 56·67 miles, and a small quantity of the earthwork was executed by the Central Provinces Administration as a measure of famine relief, but was stopped in October 1897 for want of funds.

Indian Midland Railway (standard gauge).

7. On the open line, about 15 miles of track of timber sleepers on the Agra-Gwalior section (old Sindia railway) have been renewed with Indian Midland railway cast iron pot sleepers.

On the extension under construction from Saugor to Katni, the whole of the earthwork has been practically completed. The major bridges are well advanced, a large number of the minor bridges and culverts are either finished or approaching completion, excepting a few on the Damoh-Katni section, and the station buildings and staff quarters are well in hand. The first section from Saugor to Damoh, a distance of 47·83 miles, was opened for traffic on the 26th of March 1898. On the Damoh-Katni section, a length of 68·04 miles, platelaying is in progress from both ends, and the section may be expected to be opened for traffic at the close of 1898.

Bina-Goonna Railway (standard gauge).

8. On the open line, the additions and alterations to the Sindh bridge have been completed.

Works on the Gwalior and Tonk sections of the extension from Goona to Bâran are in hand. The heavy ghât work near Goona is complete, and the masonry of the Parbatti bridge, eleven 100-foot spans, has practically been finished and awaits the arrival of girders.

All minor bridges on the first section of the line have also been completed and the major bridges are well in hand, the Kotah length only being backward owing to a late start. Rails are being laid and should reach Bâran in May 1898. It is proposed to open, on diversions, after the monsoon and to have the line ready for all traffic before the close of 1898.

Bhopal-Ujjain Railway (standard gauge.)

9. The arrangements for the supply of water to engines at the watering stations have been completed. The ballasting and a number of petty works required to complete the line are in progress, including the engine shed and high service tank at Ujjain, gate lodges, and gangers' huts.

Bhopal-Itársi Railway (standard gauge.)

10. Nineteen sets of gangers' huts were built on the line, and 3 semi-detached cottages at Bhopal, rendered necessary by the opening of the Bhopal-Ujjain railway, were completed during the year.

North Western State Railway system (standard gauge.)

11. Four canal bridges on the Sáharanpur district have been strengthened during the year, as has also a bridge, 5 spans of 15 feet, between Chíchawatni and Harappa. The work of re-building the Beas valley viaducts has been completed, and the alterations and strengthening of the east Beyne bridge carried out. The Deriai and Nundua nulla bridges, on the Khusálgarh branch, have also been strengthened, and the work of re-sleepering the Suttlej bridge with sawn sleepers has been put in hand. A 20-foot sub-way for road traffic near the Chablat river bridge and a retired bund at Chenab West Bank have been completed.

To facilitate heavy troop traffic, extra sidings and platforms were constructed at Nowshera and Khusálgarh, the watering arrangements on the Khusálgarh branch greatly improved, and additional crossing stations provided on that branch.

Certain works necessary to effect a junction with the Southern Punjab railway were carried out at Samásata and Bhátinda to permit of the Southern Punjab railway being opened. Complete projects for the re-arrangement of the yards, etc., at these stations, have been prepared and approved, and the work is in hand.

New crossing stations have been provided at Naugazi, between Golra and Kutbál, and at Rangli, between Pind Sultáni Road and Langar.

A valuable property known as "Robson's Estate" at Lahore has been acquired by the State and is to be used as a site for staff quarters which are much required for the running staff. Another valuable site, now occupied by the Lunatic Asylum, adjoining the railway goods station at Lahore, has also been acquired. This land will be used partly for the extension of the goods yard, which is an urgent matter, and partly for building staff quarters and providing a play ground for the children of railway employés.

List and Morse's interlocked signals have been fitted at several stations.

The work of doubling the line from Kiámári to Kotri (108 miles) has been completed. The down line from Kiámári to Piprí, 26 miles, was opened for public traffic on the 20th June 1897, and from Piprí to Kotri, 82 miles, on the 3rd May 1898.

The down line between Áb-i-Gum and Kolpur was completed and opened for traffic on the 15th April 1897.

Work is in progress on the Indus bridge section, which extends from Kotri on the North Western State railway to Hyderabad (Sind) on the Hyderabad-Shadipalli railway, a distance of 5.30 miles. The bridge consists of one span of 100 feet and five spans of 350 feet, the girders being carried on brick piers, 35 feet high, founded on wells 50 to 60 feet deep sunk to rock. The abutments and four piers have been completed. The remaining two piers in deep water will be founded on caissons, the sinking of which by the pneumatic process is approaching completion. The girder work awaits material from England.

The earthwork on the Lyallpur-Khánawal extension has been practically completed, sleepers have been received, and about 40 miles of second-hand 68 lb double-headed and 60 lb flat-footed rails will shortly be supplied from the main line.

The extension will, in the first instance, be carried across the numerous irrigation channels on sleeper stacks, and the bricks for the culverts will then be led out by train, and the culverts taken in hand. All station buildings and gang huts have been practically completed.

A new alignment of the last 30 miles at the southern end, towards Khánawal, has been set out, and a new site selected for the bridge over the Ravi, which will consist of 5 spans of about 100 feet. Bricks nearly sufficient to construct the bridge have already been manufactured at bridge site, all well curbs have been got to site, and an immediate start will be made with the well sinking.

On the section of the Mári-Attock railway between Roumia and Basál (mile 0 to 25), the earthwork and bridgework, reported last year as practically complete, have been fully completed, including the regrading to 1 in 100 of the first 6 miles out from Roumia, which will eventually form a part of the main line of the North Western State railway. All the tunnels have been practically completed, with the exception of a little work in some of the portals; the aggregate length of the 6 tunnels on this section is 8,161 feet, in addition, there is a covered-in cutting 86 feet deep, the length of brickwork arching in which is 875 feet. Permanent-way has been laid from mile 0 to 11, and from mile 25 to 16, and it is expected that platelaying on this section will shortly be completed.

On the section from Langar to Daudkhel near Mári (mile 41 to 96) all earthwork has been practically completed, except one very large bank at mile 53 and a few isolated cuttings. The aggregate length of the 3 tunnels on this section will be 2,185 feet, and in addition a cutting about 80 feet deep is being arched over for a length of 800 feet. Of the above, 1,800 feet of arching in all has been completed.

The bridgework throughout the line is very heavy, but with the exception of the Sohan bridge, all bridges have been sufficiently completed to pass construction trains. Standard gauge construction trains are running from Langar as far as Uchri carrying bricks, which are taken on to the Chab tunnel, mile 68, on a 2-foot gauge temporary line. The Kohad bridge has been completed, and construction trains, carrying bricks, are running over it from Daudkhel to the Sohan bridge, mile 79. The Sohan foundations are progressing satisfactorily, one well having been sunk 30 feet and another 12 feet. Every effort is being made to finish this bridge, which will complete the through communication between Langar and Daudkhel. The line is expected to be opened for traffic about December 1898.

The new alignment (6·75 miles) of the North Western State railway to Campbellpur Cantonment has been sanctioned for construction during 1898-99.

Hyderabad-Shadipalli Railway (standard gauge).

12. Certain flood damages on this line have been repaired, and a passenger platform and small well provided at Khesano flag station.

Southern Punjab (Delhi-Samásata) Railway (standard gauge).

13. This railway from Delhi *via* Bhátinda to Samásata, 399·80* miles in length, was opened for public traffic on the 10th November 1897 and handed over to the North Western State railway for working on behalf of the Southern Punjab Railway Company. By the 31st March 1898 the line had been ballasted from Delhi to Abohar and from Samásata to Hasilpur. The ballasting will, it is expected, be completed throughout during the next few months, but the line will probably continue to be maintained by the Company till November 1898.

Jammu and Kashmir Railway, Native state section (standard gauge).

14. The following works have been carried out: booking and luggage office, quarters for the Assistant Station Master, and third class waiting shed at Tawi; as also menials quarters at Satwari Cantonment.

* Excluding entrance to the Delhi station, 0·79 mile.

Oudh and Rohilkhand State Railway (standard gauge).

15. About 10 miles of line exclusive of sidings have been relaid with 75 lb. steel rails and about the same length with 60 lb. steel rails; and 60,116 broken cast-iron pot sleepers

of the old pattern have been replaced by a similar number of the new pattern cast-iron pot sleepers.

Up to 31st March 1898, 185 miles of line have been fully ballasted with either kunker, stone or shingle, and up to the same date the total progress with the renewal or strengthening of girders which are weak for modern loads was: 118 spans of 9 feet, 342 of 10 feet, 170 of 15 feet, 61 of 20 feet, 93 of 30 feet, 28 of 40 feet, and 13 spans of 60 feet, renewed; and 4 spans of 10 feet, 43 of 15 feet, and 74 of 30 feet duplicated. Owing to the late receipt of the 60-foot girders from England, only 13 spans could be finished during the year 1897-98. Four spans are now about half finished, and 5 other spans will probably be finished by next rains.

The Rae Bareli-Benares section, 138.69 miles, of the Lucknow-Rae Bareli-Benares chord line has been practically completed, a few minor works only remaining to be finished. The line was opened for public traffic on the 4th April 1898.

Hardwar-Dehra Railway (standard gauge).

16. The construction of this line from Hardwar, on the Oudh and Rohilkhand State railway, to Dehra, a distance of 32 miles, is being carried out by State agency on behalf of a "Branch line" company. The investigation of the alternative routes mentioned in last report has been carried out and further improvements and re-alignments, to reduce work, made, and the double crossing of the Song river avoided. The extension towards Rajpur has been abandoned for the present, and a station site for the northern terminus of the line at Dehra chosen in the Lakhi Bagh. The headings of the two tunnels at Dehra are through, and 390 feet of arching completed in each tunnel. Very wet foundations with the presence of large boulders, which precludes the use of ordinary wells, will make progress slow in the early stages of some of the bridges. Good progress has been made on the first 2 miles out of Dehra, and work on the banks, cuttings and bridges on the next 14 miles is in progress. A commencement of the work on the remaining 16 miles may be made after the rains of 1898, and the line to Dehra is expected to be completed by December 1899.

Cawnpore-Burhwal (metre gauge link).

17. All works on the Cawnpore-Burhwal (metre gauge link), with the exception of the Harrisganj over-bridge at Cawnpore, have been completed. Sanction to the construction of this over-bridge was received on the 24th December 1897; the work is in hand and is expected to be completed by the end of 1898-99.

Eastern Bengal State Railway system (standard, metre, and special gauges).

18. A large number of new works for the improvement or extension of the system have either been carried out or are in progress on the Eastern Bengal State railway.

On the open line, about $6\frac{3}{4}$ miles of 50 lb and 2 miles of $41\frac{1}{4}$ lb on the Northern section, and on the Eastern and Southern sections $4\frac{1}{2}$ miles of 75 lb steel rails, have been relaid, and the following works completed: crossing stations at miles $125\frac{1}{4}$ and $132\frac{3}{4}$; lighting of the Goalundo tranship yard and Chitpore goods shed by electricity; the provision of interlocking signals at Mirpur and Bhairámára; the protection of 1,000 feet of the frontage of the despatch steamer ghât at Lalgolah with brick pitching; extension of the passenger ghât line at Sára; and the provision of additional sidings at several stations.

The following works are in progress: strengthening the bridges from Kidderpore to Dámukdiá and from Porádaha to Goalundo; waiting rooms at certain selected stations on the Eastern and Southern sections; additions

to improve the present accommodation at Sealdah; permanent station building at Ágarpara; the provision of interlocking apparatus at Naihati; and additional sidings, staff-quarters, etc., at several stations. The damages done to the line and works by the earthquake of the 12th June 1897 are being gradually repaired throughout the system.

The extension from Belgáchi to the Ganges, 2·33 miles, was opened on the 1st October 1897 and closed again on the 8th of that month. A new ghát station at Belgáchi is under construction, as also the line from Panchooria to the Ganges, 5·50 miles.

Extensions to the Ganges from Belgáchi and Panchooria.

The construction of a branch from Rajbári to Faridpur, a length of 14·59 miles, is in progress. The materials for the large bridges are being delivered and the platelaying is well in hand. It is expected that the branch will be opened for traffic on the 1st July 1898.

Rajbári-Faridpur branch.

The doubling of the main line between Ránaghat and Porádaha has been completed, and the down line was opened to traffic in sections between August and November 1897.

Doubling of the main line between Ránaghat and Porádaha.

The materials for the construction of the Teesta bridge at Kaunia, 13 spans of 150 feet girders, have been arranged for. This bridge will extend the metre gauge Rungpore branch eastward across the first of the large rivers towards Assam.

Teesta bridge at Kaunia.

Brahmaputra-Sultanpur Railway (metre gauge).

19. The construction of this railway, 59·70 miles in length, was continued throughout the year. The first section from Sultanpur, 51·50 miles from Sára Ghát, on the Northern section of the Eastern Bengal State railway, to Bogra, 24·70 miles in length, will probably be ready for inspection prior to opening by October 1898; but the remaining two sections from Bogra to Gar Fatehpur, 18 miles, and from Gar Fatehpur to Kamar Jani near Kaliganj, 17 miles, will probably not be ready before the end of February and June 1899, respectively, as labour is scarce and most of the important waterways occur on these sections.

Mymensingh-Jamálpur-Jagannathganj Railway (metre gauge).

20. The construction of the section from Mymensingh to Jamálpur, 33·50 miles, is well in hand. The only bridge of importance remaining unfinished is that over the Satorá river, mile 7; here the abutments have been built to some height above flood level, and the screwing down of the cylinder piers is approaching completion. Arrangements are being made for the burning of ballast; and sleepers are also being received. This section will probably be ready for opening by June 1898.

The commencement of work on the extension from Jamálpur to Jagannathganj, a distance of 20·31 miles, in lieu of the line from Jamálpur to Subhankhali, a distance of 30 miles, has been sanctioned. The section from Jamálpur to Bausi may be expected to be ready by January 1899, and that from Bausi to the Brahmaputra (Jagannathganj), for which land has not yet been acquired, will probably be ready by July 1899.

Cooch Behar Railway (2' 6" gauge).

21. The damages done to the open line by the earthquake of the 12th June 1897, are under repair.

Open line.

Work on the extension of the line from the right bank of the Torsa river to the town of Cooch Behar, a distance of 3·72 miles, was continued throughout the year. The bridge over the Torsa river, which, as now decided, will consist of 7 spans of 80 feet girders, will probably not be completed till the close of 1898, but it is proposed to open the line into Cooch Behar Town before the ensuing rains with a ferry across the Torsá river.

Extension to Cooch Behar Town.

The construction of an extension from Cooch Behar Town to Jhainti, which was referred to in Chapter III of the last report, Santrabari extension. was provisionally sanctioned in December 1897, and the work is in hand. The line, which presents no engineering difficulties, is expected to be ready for opening by the end of May 1899.

The section from Cooch Behar Town to Alipore, 11.50 miles, estimated to cost Rs. 2,45,000, is being constructed at the expense of the Cooch Behar state, while that from Alipore to Jhainti, 20.08 miles, estimated to cost Rs. 4,47,000, which passes through British territory, is being undertaken as a State line at the cost of the Government of India.

Calcutta Port Commissioners' Railway (standard gauge).

22. The only important work in progress on this railway is the doubling of the line at Fort Point.

East Coast State Railway (standard gauge).

23. On the open line, of the protective works for bridges undertaken during the year, all those on the Bezwada-Góđávári section and about seventy-five per cent. on the Góđávári-Waltair section have been completed. About 39 lakhs cubic feet of ballast have been collected and spread, and the work of housing the permanent-way staff is in progress. A new temporary ferry line was completed on the 1st February, and the run for the steamers on the Góđávári river low level channel is now less than half a mile. The standard gauge line from Bezwada to Kistna Canal Junction, a distance of 2.66 miles, has been completed, and was opened for goods traffic on the 15th July 1897.

The maintenance of the Bezwada Extension railway, a length of about 21 miles, was taken over from the Nizam's Guaranteed State Railways Company on the 1st January 1898.

In November 1897, sanction was accorded to the extension of the Puri branch to a permanent terminus 1.89 miles beyond the present temporary terminus of this branch, and rapid progress has been made. The only important work is a bridge consisting of 5 spans of 20 feet. This has been completed, as well as the platelaying.

The construction of a bridge of 56 spans of 150 feet in the clear over the Góđávári river and approaches, between Godavari bridge. Rajahmundry and Kovvúr stations on the East Coast State railway, a distance of 4.55 miles, was sanctioned in May 1897, and it has since been decided that another span of 40 feet should be added towards the west bank to allow the road traffic to pass under the bridge.

Work was practically started in November 1897, when the river had reached its lowest level. The well of the first pier was taken in hand on the 16th November 1897, and on the 31st March 1898 twenty-five wells and both abutments were in progress, and both approaches to the bridge well in hand. Out of the 25 wells on which work has been commenced, 22 are circular and 3 are twin octagonal wells of the Kistna bridge type. Some of the remaining piers will be founded on caissons, which, according to circumstances, may either be sunk by dredging in the ordinary way, or by the pneumatic process, and arrangements have been made for the transfer, when available, of the air-compressing plant from the Indus bridge at Kotri.

Bezwada Extension, East Coast State Railway (standard gauge).

24. The construction of a causeway without aprons from chainage 174 to 234, between Kondapalli and Bezwada, is approaching completion.

Bezwada-Madras Railway, Ennúr-Beživada section (standard gauge).

25. Earthwork and minor bridges on this section have been completed. Ennur to Gudur—74.60 miles. All the major bridges have also been built, with the exception of the Pulicat bridge, 10 spans of 40 feet, and the Kalinga bridge, 6 spans of 60 feet, which are approaching

completion. Stations and buildings, station machinery, the collection of ballast, etc., are in hand and platelaying will be commenced shortly from both ends of the section.

Out of 111 spans of 40-foot openings on this section, about 100 spans have been converted from the metre to the standard gauge, and the rest are in progress. The conversion of this section from the metre to the standard gauge is in progress and metre gauge sleepers have been replaced by standard gauge wooden sleepers and the standard gauge track laid outside the metre gauge track for a length of 12 miles. The raising of formation (5 feet) in the Nellore station yard is in progress, also the alteration of the yard at Gudur to suit standard and metre gauge requirements. The widening of the banks has been completed, and the collection of ballast is in progress.

Major bridges have been completed, excepting the Ramperu, 13 spans of 40 feet, the Gundlakama, 13 spans of 60 feet, and the Palar, 21 spans of 40 feet. The Ramperu and Gundlakama bridges should be completed by June next. The sinking of the wells of the Palar bridge has been slow and difficult, and all available labour and machinery is being concentrated on this bridge in order to complete it before the rains in October and November. The minor bridges are practically completed. Platelaying between Kistna Canal Junction and Nellore has been completed. Stations and buildings, station machinery, the collection of ballast, etc., are in progress.

The bulk of the earthwork in the Tadépalli tranship sidings, and the walls of the tranship platform have been completed. The long goods covering-shed is being built.

The line is expected to be completed throughout during 1898-99.

Great Indian Peninsula Railway system (standard gauge).

26. The construction of an extension of the Mohpáni branch to the new coal-fields of the Nerbudda Coal and Iron Company has been completed.

Open line. The double 30-foot girder bridge at mile 44 on the south-east line, which was damaged by floods, is under re-construction. The work of strengthening the girders of the Dudhi bridge has been proceeded with and the re-building of pier-tops, raising of approaches, and strengthening of girders on the Mund viaduct have been completed. The renewal and strengthening of the remaining girders has been receiving attention, and material is expected from England shortly.

Very little now remains to be done in the matter of the introduction throughout the line of the new system of signals.

Sanction was received, in January 1898, to the construction of the connecting link between the Great Indian Peninsula railway and the Tapti Valley railway from Amalner to Jalgaon, and work was commenced in March 1898.

Bombay, Baroda and Central India Railway (standard gauge).

27. The new administrative offices, opposite the Church Gate Street station, have been nearly completed. The central dome has not yet been finished, but the offices were removed from the old into the new building in January 1898. It is expected that the building will be completed by the end of June 1898. The plague has retarded the speedy completion of the work.

The following works have been completed: shunting sidings between Dádar Junction and Parel; additional sidings and goods accommodation at the southern end of the station yard at Ahmedabad; the new Railway School at Ahmedabad; and twenty-three miles of wire fencing on the Godhra branch.

Of the total length of 217.25 miles between Colaba and Baroda, the down line from Colaba to Virár, from Sachin to Amráoli, and from Baroda to Itola, a total length of 60.67 miles, was open for traffic at the close of the year 1896-97, the doubling of the line on 186.58 miles remaining to be finished.

During the year 1897-98, the down line from Miyágám to Itola, 7.82 miles, was opened for traffic on the 15th September 1897, from Virár to Pálghar, 19.28 miles, on the 1st December 1897 and from Pálghar to Dáhánu Road, 20.37 miles, on the 17th January 1898, a total length of 47.47 miles. The progress on the remaining sections, from Miyágám to Amráoli, 59.11 miles, and from Dáhánu Road to Sachin, 80 miles, has been as follows: the section from Miyágám to Broach and Amráoli to Sáyan has been practically completed, and permanent-way is being laid and ballast spread between Sáyan and Broach. It is expected that these sections will be opened for traffic at no very distant date. The down line from Dáhánu Road to Sachin was taken in hand in September 1897, and the earthwork is expected to be completed by June 1898. Ballast is being collected, and English materials are expected shortly.

The renewal of Warren girders with steel plate girders in connection with the doubling of the line has been in progress, and about 71 per cent. of the work had been completed by February 1898.

Tápti Valley Railway (standard gauge).

28. Work has been in progress throughout this line, which will extend from Kankra Khari, 3 miles from Surat, on the Bombay, Baroda and Central India railway, to Amalner, a length of 156.40 miles. It is expected that the first section from Kankra Khari to Vyára, 35 miles, will be opened for traffic in October 1898.

Rajputana-Malwa Railway (metre gauge).

29. A new transfer station for the interchange of rolling-stock with the Bengal and North-Western railway has been constructed at Anwarganj (Cawnpore) and was opened for traffic on the 1st September 1897, and the following works have been completed: a 20-foot girder bridge over the canal at mile 77 on the Rewari-Ferozepore section; the relaying of 30.76 miles of line with 50 lb rails; and the erection of 43.96 miles of fencing. The works at Ujjain Junction station for the joint use of the Rajputana-Malwa, Nágdá-Ujjain, and Bhopal-Ujjain railways have practically been completed; and work on the following has been started: interlocking arrangements for transfer sidings at Cawnpore; additional works at Kásganj; new water-supply arrangements at Bhiwáni; and gangmen's quarters on the Ajmere and Abu divisions.

This scheme, which was sanctioned in July 1897, provides for the addition of a standard gauge track along side of the existing metre gauge track of the Rajputana-Malwa railway between Bhátinda and Kot Kapúra, 26½ miles, and for the substitution of a standard gauge line between Kot Kapúra and Ferozepore, 28 miles, in place of the existing metre gauge line.

Permanent-way material is arriving, and the work will shortly be started by the Bombay, Baroda and Central India Railway Company on behalf of the State.

Ahmedabad-Parántij Railway (metre gauge).

30. This railway, which was under construction at the close of the previous year, was opened for traffic in sections as follows: Ahmedabad to Talod, 32.75 miles, on the 1st May, Talod to Parántij, 7.75 miles, on the 2nd July, and Parántij to Idar Ahmednagar, 14.09 miles, on the 23rd October 1897. The line is being worked by the Bombay, Baroda and Central India Railway on behalf of a "Branch line" company.

The Gackwar's Dabhoi Railway (2' 6" gauge).

31. The extension of the Gackwar's Dabhoi railway from Vishvánitri to Padra, 7.11 miles, was completed and opened for traffic on the 1st July 1897.

Rajpipla Railway (2' 6" gauge.)

32. The first section of this railway, from Anklesvar to Raj Párdi, 19.03 miles, was completed and opened for traffic on the 1st July 1897. The second section from Raj Párdi to Nandod, 17.80 miles, was sanctioned for construction in February 1898, and the work is in progress.

A foot overbridge at Elephant Gate level crossing has been sanctioned, and the necessary materials are being collected.

Madras Railway, including the Kolar Gold-fields Railway (standard gauge).

33. The junction arrangements at Méttupálayam in connection with the Nilgiri railway, and the conversion of Nandalúr into an engine-changing station have been completed. The restoration of the bridges at miles 95 and 107, north-west line, which were damaged by floods in 1896, has been finished, and two spans of 50-foot girders have been strengthened, making a total of 15 spans which have been strengthened and leaving 2 to be completed. The addition of masonry piers in the centre of each span of 64-foot girder bridges is in progress on two bridges on the north-west line, on one on the south-west line, and on five bridges on the Nilgiri branch; and the work of covering sand ballast with broken stone on various portions of the line has been continued and 513 miles have been covered.

The fencing of the Kolar Gold-fields railway, in accordance with the estimate sanctioned by the Mysore Durbar, is well advanced, 9 miles having been finished; and a foot overbridge has been constructed at Bowringpet.

On the extension from Calicut to Cannanore, the marking out of both Calicut-Cannanore extension temporary and permanent land between Calicut and Elattúr (7½ miles), including West Hill and Elattúr station yards, has been finished, and the marking out beyond Elattúr to the 26th mile is in progress. The revision of the alignment has nearly been completed.

The construction of a branch from Arcot to Ranipet was sanctioned in Arcot-Ranipet branch—4.35 December 1897. A small quantity of earthwork has been completed within the limits of the present Arcot station, and materials for the bridges are being collected.

The Nizam's Guaranteed State Railway (standard gauge).

34. The work of replacing the Warren girders with plate girders on the two Iyalla bridges has been completed. Two more bridges at Begumpett and Bulkumpett were put in hand and finished, and the new Moosapett bridge passed for traffic.

Hyderabad-Gódvári Valley Railway (metre gauge).

35. The agreement between His Highness the Nizam's Government and the Nizam's Guaranteed State Railways Company, Limited, was signed on the 16th March 1897, but, owing to uncertainty as to when capital funds would be available, it was not until July that a comprehensive start was made, and work put in hand from Manmád to Jalna (mile 108) on the northern section, and from Secunderabad to Nandair (mile 170) on the southern section.

The earthwork on the northern section has practically been completed, with the exception of the portion from Manmád to the Ankai Pass, on which work had to be deferred pending a decision as to the final alignment which would best suit the new junctional arrangements at Manmád. Work on the section has been somewhat interfered with by the plague, but it is expected that operations will be sufficiently advanced to enable platelaying to be commenced shortly.

Earthwork and bridging on about one half of the length of the southern section is in an advanced state of progress. On the other half of this section occur the crossing of the Gódávári river and the Sernapully Ghât. A site has been selected for the bridge, and a re-alignment over the ghât decided upon, resulting in considerable reductions in work which is now in full progress.

Bengal and North-Western Railway system (metre gauge).

36. On the open line, the relaying of the main line with 50 lb rails in lieu of 41½ lb rails has been completed from Sonopore up to Jarwal Road, and the whole line between Burhwal and Sonopore is now laid with 50 lb rails. The old materials will be utilized on the Ganges-Gogra Doab lines. A commencement has been made with the fencing of the first 82 miles, and about 12 miles have been erected between Sonopore and Dighwara. At Kushmi, all the works for a crossing station have been finished, except the metalling of the platform and roads which will be put in hand after the next rains.

The wells of all piers for the Gogra bridge at Bahramghat have been sunk to the full depth of 90 feet below low water level and the brick-work of all piers has been completed, 14 spans of girders have been erected and one is in course of erection. Work on the remaining 2 spans at the abutments, was delayed pending a settlement with the Military Department regarding the accommodation to be provided for block houses to defend the bridge. The bridge is expected to be opened for traffic early in 1899.

The construction of a temporary pile bridge of 86 spans of 20 feet over the Gogra river was taken in hand in November, and opened for both goods and passenger traffic on the 21st December 1897.

Work on the remaining portion of the Gonda-Balrámpur-Tulsipur branch, between Balrámpur and Tulsipur, 20 miles, which was under construction at the close of the previous year, is well advanced, and it is expected that the line will shortly be opened for traffic. At the Rapti bridge, 8 spans of 80 feet girders, between Balrámpur and Tulsipur, the sleepers and rails have been laid over the bridge, and good progress has been made with the protective works.

The portion of the Nánpara-Katarnian Ghât extension from Mohinpurwa (Jangal Motipur) to Katarnian Ghât, 27·08 miles, which was under construction at the close of the previous year, was opened for traffic on the 25th March 1898, and the Babai bridge, 10 spans of 80 feet, was also completed and opened for traffic during the year.

The Bhatni-Turtipur branch which was closed for traffic during the rains, was re-opened on the 1st December 1897. All works have practically been finished, except the ballasting and metalling of the station platforms and roads which will be completed after the rains.

The Salámpur-Barhaj branch was opened for traffic on the 1st December 1897. The line is not yet ballasted, but the ballast is being collected and will be spread after the rains, when the station platforms and roads will also be metalled.

The Ganges-Gogra Doab extensions include lines from Turtipur to Benares, 83·20 miles, Mau to Azamgarh, 27 miles, Mau *via* Ballia to Revelganj, 71·32 miles, Aunrihar to Ghazipur, 29 miles, or a total of 210·52 miles, with a permanent bridge over the Gogra river at Turtipur.

On the Mau division, 65 miles, rails have been laid on formation throughout the division except at the Tonse river near Mau, where there is a diversion. All the bridges, except the Tonse bridge, 6 spans of 80 feet, which will probably be finished by the 15th June 1898, have been completed. It is expected that the line from Turtipur to Azamgarh, a distance of 51 miles, will shortly be opened for traffic.

On the Benares division, 81 miles, the earthwork, except on 5 miles near Benares, and the filling in behind bridges have been practically finished. A

number of minor bridges and culverts have been built and those on the Ghazipur branch are well advanced. The well curbs for the 40-foot girder bridges are being placed in position. On the Ghazipur branch, the well sinking of the Ganji bridge, 5 spans of 40 feet, is well advanced. At the Gumti bridge, 13 spans of 100 feet, the well curbs are at site and several of them have been placed in position and masonry on them has been started. The platelaying has been finished as far as Aunrihar Junction, and will, it is expected, be completed to within 5 miles of Benares and also to Ghazipur before the rains set in. It is proposed to open the line to Benares and Ghazipur for traffic in 1899.

On the Ballia division, 64·52 miles, the earthwork has nearly been finished, except the filling in behind bridges. A number of bridges are in progress and well sinking has been commenced on the Basnai nulla bridge, 5 spans of 40 feet. The platelaying has been finished to Rasra station and will probably reach Ballia by the end of April and the banks of the Gogra river before the rains set in. It is expected that the whole division will be opened for traffic in 1899.

Brick making for the Gogra bridge at Turtipur, 18 spans of 200 feet, is in progress, and the houses for the construction staff are under erection. The well curbs and plant required from England have been indented for, and it is expected a beginning will be made with the well sinking immediately after next rains. The temporary bridge at Turtipur was finished and opened for the use of construction trains on the 4th February 1898. The bridge will be dismantled by the end of May 1898 and re-erected after the rains to afford through connection with the Ganges-Gogra Doab lines.

The S. S. "Benares" has undergone her trial trip and promises to give satisfaction. Two barges and two landing stages have been erected at Sonapore and will be launched as soon as the Ganges rises.

On the open line, good progress has been made with the raising of the bank and bridges from mile 8 to $17\frac{1}{2}$ on the main line between Barownie and Bachhwara (Begum Sarai), and the work is expected to be finished before the next rains.

On the Hajepore division the earthwork from Hajepore to Shahpur Pathoree, a distance of 22 miles, is nearly finished. Hajepore-Katihar extension—161 miles. Sleepers and rails have been received, and a beginning will be made with the platelaying from Hajepore as soon as possible.

On the Mansi division, the earthwork for the first 14 miles from Garhara eastward has been finished, and from mile 14 to Khagaria, a distance of about 19 miles, the work is in hand and about 6 miles have been finished. To the east of Khagaria, another 10 miles as far as Moheskunt are almost finished and work is being pushed on vigorously. Sleepers and rails have been received, and a beginning will be made with the platelaying from Garhara as soon as possible.

On the Kosi bridge division, the earthwork on 10 miles has been nearly finished.

Segowlie-Raksaul Railway (metre gauge).

37. The earthwork, bridgework and platelaying of this railway, 18 miles in length, are nearing completion.

The major bridges consist of the Sikrana bridge, 9 spans of 80 feet, founded on wells sunk 60 feet below the bed of the river, the Sikrana spill opening, 20 spans of 12-foot arches, and the Tellaway bridge of 5 spans of 40-foot girders.

Southern Maharatta Railway system (metre gauge).

38. All the home and distant signals on the system have been altered to show red and green lights and are fitted with Saxby and Farmer's balanced arms. Crossing stations have been constructed and opened at Tavargatti (between Alnāvar and Nāgargāli), Chinchli (between Raibag and Kudchi) and Saswad (between Ghorpuri and Phursangi). Those at Ginigera (between Khopbal and Munirabad) and Kusugal (between Hubli and Dundūr) are ready, but owing to slackness of traffic, due to the plague, their opening has been deferred. The goods station at the Kistna Canal and the siding leading thereto are nearly ready for opening. The scheme for inter-locking the signals

that protect the crossings leading out of Poona Junction is being carried out by the Great Indian Peninsula railway.

The works in connection with the remodelling of the station yard at Bangalore City have been practically completed.

Mysore section.

An institute has been provided at this station for the use of the joint staff of the Southern Mahratta and Madras railways. Estimates have been submitted for a new bridge over the Mallur river (mile 246.12) in place of that washed away last September, and sanction has been received to the construction of a new station building and the remodelling of the existing yard at Mysore, and work is about to be started.

Mysore-Nanjangúd Railway (metre gauge).

39. The earthwork and bridges on the extension from Nanjangúd railway station to a point half a mile nearer the town of Nanjangúd have been completed, and the laying of permanent-way and ballast nearly finished. It is expected that the extension will be ready for opening by the end of June 1898.

Birur-Shimoga Railway (metre gauge).

40. Work on this branch, 37.68 miles in length, from Birur, on the Mysore section of the Southern Mahratta railway, to Shimoga has been in progress throughout the year, and it is expected to be opened for traffic by the 31st December 1898.

South Indian Railway (metre gauge).

41. During the year, $6\frac{5}{8}$ miles of 40 lb permanent-way were relaid with 50 lb bull-headed steel rails, making the total length so relaid $444\frac{7}{8}$ miles. A new station is being constructed at Gudur.

Máyavaram-Mutupet Railway (metre gauge).

42. The re-arrangement of the Peralam station, to accommodate the traffic of the Káraikkal-Peralam railway, has been practically completed.

Káraikkal-Peralam Railway (metre gauge).

43. This railway, 14.45 miles in length, was opened for passenger traffic on the 14th March 1898, and is being worked under agreement by the South Indian Railway Company on behalf of the French Government.

Assam-Bengal Railway (metre gauge).

44. The total sanctioned length of this railway, which will extend from Chittagong to Makum with branches from Láksám to Chandpur, Badarpur to Silchar, and Lumding to Gauháti, is 742.20 miles, of which the main line from Chittagong to Badarpur, 254.28 miles, the branch from Láksám to Chandpur, 31.62 miles, and 74.73 miles of the Gauháti-Lumding section from Gauháti to Jamuna Mukh, a total length of 360.63 miles, were open for traffic at the close of the previous year, a length of 381.57 miles remaining to be finished. On the 12th June 1897, a severe earthquake seriously damaged the open line, as also certain sections under construction, and rendered necessary the closing of 127 miles of the main line from Akhaura to Badarpur and the Gauháti-Jamuna Mukh section. As the main line from Akhaura to Badarpur was re-opened in sections between the 20th July and 18th October 1897, the total length of line open for traffic on the 31st March 1898 was 285.90 miles.

The following paragraphs detail the progress of work on the railway during the year under review :

On section I, the repairs to earthwork and bridging rendered necessary by the earthquake are in progress on Section I, from Chittagong to Badarpur with branches—304.52 miles. the 144 miles north of Akhaura station. On the Silchar branch, the bridges were seriously damaged and some of them have to be entirely rebuilt on new sites. The fencing of the line is in progress, and 90 miles have been completed. Repairs to stations and buildings

damaged by the earthquake are in progress. Some of the materials were received for the 360-foot jetty to be constructed at Chittagong, and arrangements were in hand for starting the work. The head office buildings, the Chittagong station, and quarters for the permanent staff, workshops, and store buildings were put in hand. It is anticipated that, with the exception of some buildings and ballasting, all the work on this section will be completed by the 1st January 1899.

The damage to section II by the earthquake was not serious, although it increased some of the difficulties of the work in some of the tunnels. The heading of the Mahur Saddle tunnel, which is 1,400 feet long and is regarded as the most formidable work on the whole line, has been driven about 300 feet from the north end and about 80 feet from the south. The north span of 224 feet of the Barak bridge has been erected, and the work of erection on the centre span of 276 feet and the south span of 250 feet are in progress. The bridge is expected to be completed this season. The large bridges are generally in hand on the 8th division, but a commencement has not been made with those on the other divisions owing to difficulties of transport. Rails have been laid to tunnel No. 1, and when rail-head reaches Kayeng (mile 278 from Chittagong), which point it is expected will be reached by the 1st November 1898, the transport difficulties will be lessened. It is expected that this section will be opened throughout by June 1901.

The length from Gauhati to Jamuna Mukh was closed on account of the damage it sustained by the earthquake. Section III, Lumding to Makum and Lumding-Gauhati branch,—325.98 miles. Repairs of the damages to the earthwork, bridgework, stations and buildings, and staff quarters, etc., are in progress. It was found necessary to build an entirely new bridge over the Titamari river on a new site, and to pull down and rebuild two piers of the Kopili bridge, and these works are in hand.

On some of the divisions, good progress has been made with the earthwork, and, except on the 15th division, bridgework is generally in hand. The survey of the 18th division from near Nazira (mile 514) to the crossing of the river Disang near Daraingaon was commenced in January 1898. From Daraingaon alternative surveys are to be made: one to effect a junction with the Dibru-Sadiya railway at Makum, and the other to connect with the same line at Margherita. The line from Gauhati to Lanka is expected to be opened by the 1st January 1899, and to the Desang river by the end of 1900.

Burma Railways (metre gauge).

45. On the open line, 3.70 miles on the Prome section and 13.86 miles on the main line, between Rangoon and Toungoo, were relaid with 50 lb steel rails.

The doubling of the line at Nahakaung Junction has been completed, and opening sanctioned on the 27th May 1897. The new overbridge at Pazundaung has been completed and will be opened for traffic shortly.

The Katha station building, which was burnt down in May 1897, has been rebuilt.

The waterway at the Bobin Choung bridge, and at bridge No. 122, at the north end of the Pyuntaza station, has been increased, and the protective work at the The Choung gorge completed.

The Kanta Choung bridge is being raised three feet, increased waterway is being provided at bridges Nos. 18, 33 and 64, and new bridges are being put in at miles 86-6, 121-17, and 427-10. The south pier of the Youbin Choung bridge is being rebuilt and the spans re-arranged.

The Mohnyin-Mogaung section, 52.34 miles, which had previously been worked for goods traffic, was opened for passenger traffic on the 16th July 1897, and the Mogaung-Myitkyina section, 37 miles, was opened for goods traffic on the 1st January 1898.

The important bridges over the Mogaung, Namti, Namkwi, and Namkyin Choungs are expected to be completed by December 1898.

Work was in progress in April 1897 on the first four divisions of the railway (up to mile 200), but in August, owing to the delay caused by the suspension of work at the Mandalay-Kunlon section. the Gokteik gorge, it was not considered advisable to carry on works too far ahead and the fourth division was abolished, construction being restricted to the length between Myohaung and Lashio (180 miles). In July 1897, orders were received from the Government of India to restrict expenditure as far as possible. This restriction was removed in January 1898, and since then every effort has been made to push all works as rapidly as possible. Fair progress has been made throughout, and by the end of the current working season the formation between Myohaung and Thibaw will be practically completed, with the exception of the gap of $6\frac{1}{2}$ miles at the Gokteik gorge. The formation between Thibaw and Lashio will also be nearly completed. Beyond the gorge, all the bricks that will be required have been manufactured, and work started on one major and on some 50 minor bridges.

The bridging on the first two divisions, up to Nammaw station, mile 73, was in hand and will be completed before the rainy season begins. The first section of the railway from Myohaung to Sèdaw, 13 miles, has been worked for goods traffic since the 1st January 1898.

The difficulty experienced last year in getting labour for the rock cuttings and tunnels has been overcome by training the Burmans to do it by piece work, and it has not been necessary to import any labour from India this season.

The Salween survey division party completed 13 miles of survey at the most difficult portion of the Salween gorge and a reconnaissance map of the river to Kunlon, when it was recalled in April to carry out the realignment at the Gokteik gorge.

Rohilkund and Kumaon Railway, including the Lucknow-Bareilly section (metre gauge).

46. Some of the works at Aishbagh and Daliganj remaining to be completed have been finished, and the approach roads and girder bridges in connection with the level crossings project at Lucknow, completed.

Wire for fencing 10 miles of the line between Lálkua and Haldwáni has been received, and stone posts are being delivered.

Bengal Dooars Railway (metre gauge).

47. Repairs have been carried out to the banks which were damaged by the earthquake of the 12th June 1897, and the work of fully ballasting the line will await the settlement of the newly repaired banks.

Dibru-Sadiya Railway (metre gauge).

48. The re-construction of the Sessa and Digboi bridges has been completed, and that of the Borbil bridge is in hand. Work is in progress on the new goods shed at Tinsukia and on the engine shed at the workshops.

Nílgeri Railway (metre gauge).

49. All earthwork, masonry, culverts, tunnels and buildings have practically been finished, and seven miles of the rack-platelaying have been completed, leaving 5 miles to be done; the progress in rack-platelaying is extremely slow, as it requires to be done with great accuracy. The girder erection of the bridges has been carried out telescopically, *i.e.* it has been deferred until each bridge was reached by rail head. Out of 85 spans, 58 have been completed, leaving 27 to be erected.

Four rack locomotives have arrived and are at work. The whole of the coaching and goods stock has arrived and is on the road.

Jodhpore-Bickaneer Railway system (metre gauge).

50. The line from Bickaneer to Khari, 41.67 miles, has practically been completed and is expected to be opened shortly. The rock cutting near the Khari quarry station only remains to be finished.

Bickaneer-Lankaransar section, Bickaneer-Bhatinda extension.

The further extension from Khari to Lankaransar, 8·90 miles, on which there will be no works of importance, was sanctioned at the close of 1897, and sixty per cent. of the earthwork has been completed. It is expected that the Khari-Lankaransar section will be ready for opening by the end of 1898.

On the Jodhpore section of the Shadipalli-Bálotra railway, earthwork *Shadipalli-Bálotra rail-* on the banks has been practically completed, *way, Native state section.* except on the last 9 miles, and the larger cuttings are more than half finished. Station buildings and staff quarters are in progress, and permanent-way materials for the whole line have been ordered. Ballast is being collected in places, and the whole section is expected to be ready for opening early in 1899.

Shadipalli-Bálotra Railway, British section (metre gauge).

51. The project for this railway, which will extend from Hyderabad (Sind) to the Jodhpore frontier, 126·51 miles, includes the conversion of the existing standard gauge line between Shadipalli and Rahoki Junction, 48·75 miles, to the metre gauge, and the provision of a separate metre gauge track between Rahoki Junction and Hyderabad (Sind), 6·50 miles. Earthwork has been started, and bricks for the principal bridges have been manufactured.

Oodeypore-Chitor Railway (metre gauge).

52. On the open line, the re-construction of the bridges over the Sunwar *Open line.* and Mauli nullas has been completed.

In January 1898, the construction of an extension of the railway from *Debari Oodeypore extension.* Debari to the Ahr bridge, near the capital of Oodeypore, a length of 6·44 miles, was undertaken by the Native state of Meywar, and it is expected that the extension will be completed by the close of the year 1898.

Bhávnagar-Gondal-Junágad-Porbandar Railway, including the Jetalsar-Rájkot and Jámnnagar Railways (metre gauge).

53. Several works have been carried out at certain junction stations, and the Und bridge on the Jámnnagar railway completed. Additions and alterations at Bhávnagar terminus, on the Jetalsar section, at Bhávnagar Pará and Rájkot Junction, including the ballasting of the Jámnnagar railway which was opened for traffic on the 8th April 1897, are in progress.

Dhrángadrá Railway (metre gauge).

54. A railway, 21 miles in length, connecting Dhrángadrá with Wadh-wán Junction, was sanctioned during the year for construction at the cost of the Native state of Dhrángadrá. Half the earthwork has been completed, the bridges are well in hand, and the station buildings and staff quarters are in progress. Permanent-way materials have been arranged for, and it is expected that the line will shortly be ready for opening for traffic. The construction is being carried out by the Bhávnagar-Gondal-Junágad-Porbandar railway administration, by whom the line will be worked when open.

Darjeeling-Himalayan Railway (2' 0" gauge).

55. The new station buildings at Kurseong have been completed, and the works in connection with the new running shed at Tindhária and certain staff quarters at that station, and at Darjeeling, are in progress.

Bársi Light Railway (2' 6" gauge).

56. In December 1897, the terms for the construction of the Bársi Road-Pandharpur extension, a length of about 33 miles, were accepted by the Bársi Light Railway Company, and orders have been issued for the preparation of the complete project and estimates for the extension. The earthwork has been thrown up by the Local Government as a measure of famine relief.

Gwalior-Sipri Railway (2' 0" gauge).

57. Sanction to the construction of this railway, from Gwalior to Sipri, the summer capital of the Maharaja Sindia, a length of 72.93 miles, at the cost of the Durbar, was accorded in March 1897; the earthwork had been commenced during the previous month as a measure of famine relief. The track will, for the most part, be laid on the berm of the Agra-Bombay Grand Trunk road, but a new alignment is necessitated at the ghâts. The rise from Gwalior to Sipri is about 1,000 feet. The ruling grade is 1 in 60, but a short length of 1 in 40 has been necessary to avoid heavy outlay. The permanent-way will be laid with 30 lb. steel rails and 41 lb. steel sleepers.

The construction of the line is well advanced, and it is expected that rails will be laid from Gwalior to Mahona, mile 30, by the end of 1898 and to Sipri by March 1899.

CHAPTER III.

Lines under survey or projected.

The following paragraphs furnish brief particulars of surveys carried out during the official year ending with the 31st March 1898, and various other projects put forward :

East Indian Railway (standard gauge).

2. A reconnaissance has been carried out for a chord line, about 58 miles in length, from Burdwan to Howrah, and the report and estimates are under preparation. The country is easy throughout. An investigation is also being made of the cost of quadrupling the line between Sitarámpur and Howrah, 137 $\frac{3}{4}$ miles.

As stated in the previous report, the project for a branch line from Shikohabad-Farukhabad branch. Shikohabad station, on the East Indian railway, to Farukhabad, on the Cawnpore-Achnera section of the Rajputana-Malwa railway, has been further investigated, and the revised estimates submitted and considered.

The country traversed is flat and for the most part irrigated by canals. It is proposed to cross the Kali Nadi, the only river of importance, by a bridge of 10 spans of 60 feet.

The estimate, as corrected, amounts in round figures to Rs. 45,20,000, being at the rate of Rs. 68,485 per mile for a length of about 66 miles and makes provision for rolling-stock at the rate of Rs. 10,000 per mile.

A survey has been completed for a line, 82 $\frac{1}{2}$ miles in length, from Bárán, on the Moghal Sarai-Gya extension, under construction, *viá* the east bank of the Soane river, to Daltonganj.

Of the two branches from Burdwan to Cutwa and from Hooghly to Cutwa, referred to in the previous report, a revised estimate has been received for the one from Burdwan to Cutwa, 34 miles in length. The revised estimate submitted, which amounts to Rs. 27,15,000, or Rs. 79,853 per mile, and includes the provision of Rs. 10,000 per mile for rolling-stock, is considered susceptible of being reduced to about Rs. 22,56,000 or Rs. 66,353 per mile. Further estimates of the traffic prospects of the proposed branch have been called for.

Bhágálpur-Bausi-Baidyanáth Railway (standard gauge).

3. The re-survey and further investigations for a railway from Bhágálpur, on the loop line of the East Indian railway, *viá* Bausi to Baidyanáth, on the chord line, a distance of 69 miles, which was referred to in the previous report, has been carried out.

For the Bhágálpur-Bausi section, detailed plans and estimates amounting to Rs. 22,23,000 or Rs. 70,571 per mile, for a length of 31 $\frac{1}{2}$ miles, have been received. The estimate excludes the cost of rolling-stock and junction works at Bhágálpur, which will probably amount to Rs. 3,62,000. The country on this section is easy and presents no engineering difficulties.

On the section from Bausi to Baidyanáth, 37 $\frac{1}{2}$ miles, the country is difficult and will necessitate some heavy work. This section is estimated to cost Rs. 39,40,000 or Rs. 1,05,067 per mile, excluding rolling-stock and junction works at Baidyanáth, which will probably cost Rs. 4,20,500.

Agra-Delhi Chord Line (standard gauge.)

4. The detailed project for this line, which was referred to in the previous report, has been submitted. The estimate amounts to Rs. 90,76,000 for a length of 121 miles, being at the rate of Rs. 75,008 per mile.

Bengal Central Railway (standard gauge).

5. A survey is in progress for investigating the possibility of improving the facilities now existing for dealing with the goods traffic at Calcutta.

Bongong-Kotchandpur railway survey.

A survey is in progress for a line from Bongong to Kotchandpur.

Singia-Madaripur-Chandpur Railway (standard gauge).

6. The estimates for this proposed connection between the Assam-Bengal railway and the Bengal Central railway, which was referred to in the last report, have been submitted.

The line would be 82 miles in length and is estimated to cost Rs. 1,92,66,000, being at the rate of Rs. 2,34,951 per mile.

The estimated cost by sections is as follows :

	Length. Miles.	Total cost. Rs.	Cost per mile. Rs.
Singia to Madaripur	63½	1,23,47,000	1,95,200
Madaripur to Behdarganj	18½	69,19,000	3,69,073

Bengal-Nágpur Railway (standard gauge).

7. The report on the reconnaissance of the Midnapore-Murúlia section shows Midnapore-Jherriah and Ranchi Plateau surveys and that a railway, 10½ miles in length, *viâ* Bishenpur and Bankura would approximately cost Rs. 1,09,19,000 or about Rs. 1,95,000 per mile, and the following surveys are in progress :

(a) the location survey for a standard gauge railway from near Midnapore through Bankura, Khorbuna and Adra to the Jherriah Coal-fields, and from Khorbuna to Chatatand, a distance in all of 167 miles;

(b) a detailed survey for a standard gauge line from Chatatand, on the Adra-Jherriah alignment, to some point on the proposed Palamow-Sini line, a length of 115 miles, and a reconnaissance for a 2-foot gauge line from Tori to Atingi *viâ* Lohardugga with a branch to Ranchi, 80 miles.

A survey is also in progress for a line from Gondia, on the Bengal-Nágpur railway, to Jabulpore, with branches to Satpura railway survey. Mandla on the east and to Seoni and Chindwara on the west, a total length of about 220 miles. The survey is being carried out as for a 2-foot gauge railway, but such parts of the alignment as would require to be altered for a standard gauge line are to be noted and the probable alternative route for a standard gauge line indicated.

Indian Midland Railway (standard gauge).

8. The plans and estimates for a light railway from Harpálpur station, on the Jhánsi-Mánikpur section, to Rath on the north, a distance of 25½ miles, and to Nowgong on the south, a distance of 19½ miles, have been submitted. The estimates provide for 2-foot gauge lines laid on timber (sál) sleepers as follows :

(i) from Harpálpur to Rath, 25½ miles in length, Rs. 3,66,000, being at the rate of Rs. 14,214 per mile;

(ii) from Harpálpur to Nowgong, 19½ miles in length, Rs. 2,98,000, being at the rate of Rs. 15,481 per mile.

The total for both lines is Rs. 6,64,000 or Rs. 14.756 per mile, and includes provision for rolling-stock at the rate of Rs. 1,900 per mile.

If steel sleepers are used, the cost per mile will be increased by Rs. 2,780.

North Western State Railway system (standard gauge).

9. The revision of the survey for a diversion of the main line from Sukkur to Sukkur-Shikarpur-Naundero survey. Shikárpur, and from Shikárpur to a point near Naundero, a distance of about 45 miles, has nearly been completed.

The survey of a railway from Ludhiána to Ferozepore, 76 miles, which was Ludhiána-Ferozepore railway survey. carried out in 1893-94, was revised during the year, and the alignment was set out and side widths marked off, so that, if necessary, the earthwork could be put in hand as a famine relief work.

The field work of the survey of a 2-foot gauge railway from Nowshera to Dargai, a distance of about 42 miles, has been Nowshera-Dargai survey. completed and the project is under preparation.

The estimate for the construction of a branch from Jullundur to Hoshiarpur amounts to Rs. 11,91,000 or Rs. 49,667 per Jullundur-Hoshiarpur branch. mile, for a length of about 24 miles, but including the provision for rolling-stock, it is considered that it may be necessary to increase this estimate to Rs. 16,87,000 or Rs. 70,292 per mile.

The estimate for the construction of a branch from Jullundur to Kapurthala amounts to Rs. 6,03,000 or Rs. 46,385 per Jullundur-Kapurthala branch. mile, for a length of 13 miles.

Southern Punjab (Delhi Samásta) Railway (standard gauge).

10. The final location survey of a branch from Narwana, on the main line, to Kaithal, in the Karnál district, 25 miles in Narwana-Kaithal branch. length, is in progress.

Ludhiána-Dhuri-Jakhal Railway (standard gauge).

11. This line, which has been surveyed, starts from Ludhiána, on the North Western State railway, and runs *via* Dhuri, on the Rajpura-Bhátinda railway, to Jakhal, on the Southern Punjab railway, a length of 80½ miles. The report shows the alignment as passing through a populous and well cultivated tract of country which is, as a rule, flat but interspersed with sand hills. The streams crossed are few and small, and easy curves have been obtained. The ruling grade on the Ludhiána-Dhuri section is 1 in 250, and on the Dhuri-Jakhal section, 1 in 500. The approximate estimate amounts to Rs. 42,78,000, being at the rate of Rs. 53,262 per mile.

Eastern Bengal State Railway (standard, metre, and special gauges).

12. The survey from Mogalhát to Dhubri has been completed. The Teesta Dhubri-Gauhati survey (metre gauge). survey work of the further extension proposed from Dhubri to Gauhátí was resumed in November 1897, and up to the 31st March 1898 the progress was as follows: the country for both northern and southern routes has been reconnoitred and levels taken. For the southern route, a line of levels has been run from Gouripur on the Mogalhát-Dhubri alignment to meet the northern route at Changsharee, about 8 miles north of Gauhátí. The length of this line is about 110 miles, or a total length of 115 miles to the Pandoo ferry, of which about 100 miles have been surveyed. The greater part of this route of 110 miles, east of Monas, runs through country which is heavily flooded each year, and over which water lies in depths varying from 2 to 7 feet for about 3 months in the year. The northern route continues to Bijni, Bhowanipore, Raipur, Nalbari and Rangia, and then descends southwards to the Pandoo ferry, a total distance of about 94 miles, of which a detailed survey of about 80 miles has been completed. The total distance to Gauhátí by this route, which passes through well cultivated and well populated country free from heavy floods, would be about 99 miles. In addition to the above, two connecting lines of levels between the northern and southern routes, aggregating 30 miles in length have been run.

The survey of a proposed line, $5\frac{3}{4}$ miles in length, from a point on the Cossipur extension (standard gauge). Eastern Bengal State railway midway between Belghurriah and Dum-Dum Junction to the river Hooghly at Cossipur, is in hand.

A reconnaissance survey has been made of a line, 40 miles in length, from Shikarpur-Munshiganj branch (metro gauge). Shikarpur on the left bank of the Pudma, nearly opposite Faridpur to Munshiganj, on the right bank of the Dhallessari, about 6 miles south-east of Náráyananj.

Arrangements have been made for a survey from Chooadangah, on the Chooadangah-Esubpur branch (standard gauge). Eastern section of the Eastern Bengal State railway, to the Seebnagar ferry on the right bank of the Ganges opposite Esubpur, a distance of 50 miles.

The survey for a branch, which will extend from Shibnibash (Kissen-gunge Bazar) *via* Kotchandpur to Magura, a distance of $51\frac{1}{4}$ miles, has been completed. The report shows the alignment as passing mostly through low land which is practically flooded during the rains, and a large amount of waterway has, therefore, been provided, although no rivers of importance are crossed. The largest bridge, over the Bhairab or Cobaduk river, will consist of two spans of 60 and two of 40-foot girders. The country is densely populated and under cultivation, the chief products being paddy, indigo and jute. The estimate, which has been prepared for a line on the 2' 6" gauge, amounts to Rs. 13,71,000, being at the rate of Rs. 26,751 per mile, and it is considered that with increased provision for "Land" and "Rolling-stock," and possible reductions under certain other heads, the branch could be constructed for this amount on the 2-foot gauge.

The survey of the Ganges river between Dámukdia and Godagiri with a view to obtaining a site for a bridge, referred to in the previous report, was continued, and borings are being taken at Godagiri. Surveys of the proposed lines from Saidpur to Titalya and from Rampore Beaulia to Katihár are deferred pending a decision as to the site of the bridge.

Raipur-Vizianagram Railway Survey (standard gauge).

13. Survey operations for the investigation of the country between Raipur, on the Bengal-Nágpur railway, and Vizianagram, on the East Coast State railway, had been carried out to a certain extent during the years 1883-85, but the project has been in abeyance until this year, when arrangements were made for a further examination of the alignment.

The report on the survey has been submitted, and gives the length from Raipur to Vizianagram as 304 miles. The alignment is described as crossing only two rivers of any considerable size, and it is anticipated that the Eastern Ghâts, which alone present any obstacle of importance, may be negotiated with a ruling grade of 1 in 100 without encountering great difficulties.

The extremely unhealthy climate and the conditions under which the survey has had to be carried out in a part of the country where supplies are obtained with difficulty, have told severely on the staff, who suffered so much from fever and dysentery, that the work of surveying the Eastern section has not received the attention which would otherwise have been bestowed on it, and the alignment will, in places, require some further investigation.

Great Indian Peninsula Railway (standard gauge).

14. The survey of a branch from Chálisgaon to Dhulia, which was referred to in the previous report, has been completed. The branch, which will be $37\frac{1}{4}$ miles in length, is estimated to cost Rs. 36,26,000.

Petlád-Cambay Railway (standard gauge).

15. The survey for a line of railway from Petlád, on the Gaekwar's Petlád railway, to Cambay, a distance of about 19 miles, has been carried out

at the cost of the Cambay Durbar, and plans and estimates have been prepared for submission.

Bombay-Sind Connection Survey (standard gauge).

16. In November 1897, orders were issued for the survey of a line of railway between Moghul Bhin in Sind and Bhúj in Cutch, crossing the Khorí Creek at Lakhpat in Cutch.

The survey of the line, which is approximately 130 miles in length, was started in December, the work being divided up between two parties.

By the end of March 1898, the first party completed the location of the line between Moghul Bhin and the Khorí Creek, including about 22 miles of cross sectioning in the great Runn of Cutch.

The second party, working from Lakhpat, fixed the alignment as far as Bhúj and completed a detailed survey of the Khorí Creek including an examination of the Runn country extending to the head of the Creek.

Madras Railway (standard gauge).

17. In connection with the revision of the alignment of the Calicut-Cannanore-Baliapatam extension, referred to in Chapter II, a survey has been nearly completed for a line $4\frac{1}{2}$ miles in length beyond Cannanore to Baliapatam.

Shoranur-Cochin Railway (standard gauge).

18. The final location of this railway, which will be about 73 miles in length, has been started.

Bengal and North Western Railway system (metre gauge).

19. A survey has been carried out for an extension of the Salímpur-Barhaj branch of the Company's section from Barhaj to the Barhaj-Bapti extension. Rapti river, about 3 miles in length.

The survey of an extension of the Ganges-Gogra-Doab lines from Azamgarh to Shahganj, 33 miles, has been completed, and the plans and estimates are under preparation.

The plans and estimates for a proposed branch of the Tirhoot section, from Sakri to Jainagar, 29 miles, are under preparation. The major part of the earthwork has been thrown up as a famine relief work and land acquired.

The plans and estimates for a line from Bairagnia *via* Shikárpur to the Bairagnia-Bettiah-Bagaha extension. Gundak river near Bagaha, 85 miles, with an extension of the Bairagnia branch of the Tirhoot section to Bettiah, 28 miles, are under preparation. A small portion of earthwork has been thrown up between Bettiah and the Gundak river, near Bagaha, as a famine relief work, the land has been acquired, and boundary stones for the first 9 miles have been erected.

Mansi-Bháptiáhi Railway (metre gauge).

20. The survey for this railway from Mansi, on the north bank of the Ganges opposite Monghyr, to Bháptiáhi, on the Tirhoot State railway, with a branch to Murligunj, a total distance of 80 miles, has been completed on behalf of a private company, and the plans and estimates are ready for submission.

Rewári-Phulera Chord Line Survey (metre gauge).

21. The field work of the survey of a chord line to the Rajputana-Malwa railway from Rewári to Phulera with a branch to Kucháman Road, which is the junction between the Jodhpore railway and the Sámbar branch of the Rajputana-Malwa railway, has been completed.

The report shows the alignment between Rewári and Narnaul as passing through easy country with some outcrops of rocky hills, between which a line has

been selected passing close to the Khond state quarries. From Narnaul to Madhopur the ground is exceedingly broken and hilly, and it was difficult to find a line with easy grades which did not involve heavy banks and cuttings. The branch line to Kucháman Road takes off from Madhopur, and the ground on this section is very undulating with a general fall or rise of 1 in 200, and there has been some difficulty in securing a minimum gradient of 1 in 150.

The length of line located between Rewári and Kucháman Road is $134\frac{1}{4}$ miles, and between Rewári and Phulera, 133 miles.

The general nature of the soil is light and sandy. As excellent stone and ballast and good kunker and stone lime is procurable, it is considered that the line should be cheaply constructed.

Sábarmati-Dholka Railway (gauge undecided).

22. The survey for this railway has been completed, and the report shows that the country between Sábarmati and Dholka is an undulating plain of light sandy soil interspersed with cotton soil and low-lying land, thickly populated, and well cultivated. Estimates have been submitted for :

No. 1—a metre gauge line, $31\frac{3}{4}$ miles in length, from Dholka to Sirkhej *viá* Bawla and thence direct to Sábarmati Junction, costing Rs. 11,72,000, being at the rate of Rs. 36,913 per mile ;

No. 2—an alternative metre gauge line, $33\frac{1}{2}$ miles in length, which starts from Dholka, follows the same alignment as far as Sirkhej, runs direct to the Ellis bridge at Ahmedabad and thence along the west bank of the Sábarmati river to Sábarmati Junction, costing Rs. 11,98,000, being at the rate of Rs. 35,761 per mile ;

No. 3—a standard gauge line by route No. 1 costing Rs. 18,53,000, which works out to a mileage rate of Rs. 58,362.

Arsekere-Hassan-Mangalore Railway (metre gauge).

23. The question of the further investigation of possible alternative routes for the descent of the Western Gháts, in connection with the projected through line from Arsekere to Mangalore, referred to in the previous report, is under the consideration of the Mysore Durbar.

South Indian Railway (metre gauge).

24. The estimate prepared for a proposed extension of the South Indian railway from Negapatam to Nagore, a length of about $4\frac{3}{4}$ miles, which was referred to in the previous report, amounts to Rs. 2,61,000 or Rs. 54,917 per mile, but the estimate is considered susceptible of some reductions. The traffic prospects of the extension are under enquiry.

Nanjangúd-Erode Railway Survey (metre gauge).

25. Orders have issued for the survey of a line to leave the South Indian railway at Erode station and to run in a north-westerly direction to Nanjangúd, crossing the Bhavani river at Satyamangalam, a distance of about 110 miles.

Tinnevelly-Quilon Railway (metre gauge).

26. A survey for this projected railway from Tinnevelly, on the South Indian railway, to Quilon, in the Native state of Travancore, was carried out in 1895, and an estimate amounting to Rs. 1,01,62,000 submitted for a line by the northern route *viá* the Arainkavu Pass, a distance of $103\frac{1}{2}$ miles, of which 45 miles lie in British territory and $58\frac{1}{2}$ miles in the Native state of Travancore. The question of the possible adoption of the southern route *viá* the Ambroli Pass and Trivandrum, which is said to possess greater advantages than the northern route *viá* the Arainkavu Pass, is under consideration.

Burma Railways (metre gauge).

27. The plans and estimates for a proposed branch of the Burma railways from Sagaing *viâ* Mònywa to Alôn have been submitted and considered. The line runs from Sagaing-Monywa-Alôn branch. Ywataung, a station 3 miles north of Sagaing *viâ* Mònywa to Alôn, and will be about 71 miles in length. The report shows the line as running for the first 30 miles from Ywataung to Wunbye, at a distance of about 5 miles from the right bank of the Irrawaddy river. For the next 30 miles the line proceeds in a north-westerly direction to the Chindwin, and for the last 11 miles runs at about a mile distant from the left bank of the river up to the terminus at Alôn. The line will be an easy one with light banks and cuttings. The ruling grade is 1 in 150 and the sharpest curve has a radius of 1,432 feet. The only bridges of importance are those over the Mu river, consisting of 4 spans of 100 feet and 10 spans of 40 feet, and the Obadoug Choung, 1 span of 60 feet and 6 spans of 40 feet iron girders.

The estimate, as corrected, amounts to Rs. 39,95,000, being at the rate of Rs. 53,624 per mile and includes the cost of a river siding, 3½ miles long, to the Irrawaddy at Myinmu and an increased provision for rolling-stock.

A length of 50 miles of the proposed extension from Thibaw to Moné has been located southwards from Thibaw, and preliminary surveys and reconnaissance work completed as far as Keshi-Mansam, mile 85. Thibaw-Moné survey.

The project for the extension of the existing Thazi-Meiktila branch of the Burma railways to Myingyan was submitted and considered during the year. The line will start from the present terminus at Meiktila, and the report shows that it almost immediately crosses the principal inflow to the Meiktila lake, which drains an area of about 200 square miles; the line then curves to the right up a valley to the head of a ridge which it crosses before entering the station of Yaygyo, and then descends to an important stream called the Thimboung Choung. At a mile beyond Mahlaing the summit of the line is reached, 957 feet above mean sea level, from which point the descent of the Irrawaddy river commences and fairly good country is met up to Yônzin station. From Yônzin to Kyaukkyaw the line keeps close to the road and runs down an almost continuous grade of 1 in 100, compensated for curves, to the crossing of the Tounghtha Choung, beyond which point to Myingyan the country is fairly level and presents no difficulties. The steepest gradient made use of is 1 per cent. on the straight. Owing to the nature of the country the heaviest grades are against the probable traffic, and the descent to the Irrawaddy valley being very sharp, compensation has been made for curves on all grades of 1 in 100. The earthwork is heavy, but the cuttings, which are mostly in soft sand stone, are easy, and the bridging is comparatively light. The principal waterways are the inflow to the Meiktila lake and the Thimboung and Tounghtha Choungs which it is proposed to span with bridges of 3 spans of 40 feet, 3 spans of 60 feet, and 2 spans of 100 feet respectively. Meiktila-Myingyan branch.

The estimate, as corrected, amounts to Rs. 36,14,000 for a length of 57¾ miles, being at the rate of Rs. 62,580 per mile. About 80 per cent. of the earthwork has been thrown up by famine labour, and a large quantity of ballast collected. The work is being measured and valued.

A fresh survey was started for a line from Bassein *viâ* Henzada to Thônzé, on the Irrawaddy section of the Burma railways, and good progress has been made. It is expected that the survey of the section from Bassein to Henzada, 85 miles, and from Henzada to Tharrawaddy, 20 miles, will be completed during the season. Thonzo-Bassein-Henzada survey.

Rohilkund and Kumaon Railway, Company's section (metre gauge).

28. The survey for an extension from Kichha, on the Company's section, to Kashipur, a length of 40 miles, has been completed, and the project is ready for submission. K'chha-Kashipur extension.

Nilgiri Railway (metre gauge).

29. A project has been submitted for the extension of the Nilgiri railway from its present terminus at Coonoor to Ootacamund, a distance of $11\frac{1}{2}$ miles.

The country traversed is intersected by a series of ridges radiating from Dodabetta (the highest point on the Nilgiris) and running more or less at right angles to the general direction from Coonoor to Ootacamund. A line similar in character to that between Mottupálaiyam and Coonoor, viz., with adhesion grades not exceeding 1 in 40 interspersed with sections of rack with grades not exceeding 1 in $12\frac{1}{2}$, has been set out. The total length of adhesion line will be $7\frac{3}{4}$ miles and of rack line $3\frac{3}{4}$ miles.

The cost of the extension is estimated at Rs. 18,63,000, being at the rate of Rs. 1,62,000 per mile.

Extensions of the Gackwar's Railway (metre gauge).

30. A survey for a metre gauge line from Chausama to Bechraji Mota, 17 miles, has been carried out for the Baroda Durbar. Surveys for metre gauge lines from Pátan to Radhanpur, 43 miles, and Viramgám to Sami, 42 miles, are in progress for the Radhanpur state.

Jodhpore-Bickaneer Railway system (metre gauge).

31. A survey from Lankaransar to Suratgarh has been practically completed, and the project is under preparation.

The survey of a line, 25.13 miles in length, from Surpura *viâ* Palana to Bickaneer has been carried out also.

Bhavnagar-Gondal-Junágad-Porbandar Railway (metre gauge).

32. The projects for branches from Bâdad to Barwalla, 14 miles, and from Botad-Barwalla and Veraval-Sasan branches. Verával to Sasan, 30 miles, which were referred to in the last report, are still under consideration of the Bhavnagar and Junágad Durbars respectively.

Jeypore Railway (metre gauge).

33. In 1884, a railway in Jeypore territory was advocated, but it was not until 1890 that the proposal received serious consideration. A survey was then carried out, and the cost of a line on the standard gauge, $99\frac{1}{4}$ miles in length, was estimated at Rs. 68,25,000 or Rs. 68,766 per mile.

In 1896, the Durbar intimated their willingness to undertake the proposed railway and to provide funds for its construction. The submission of formal proposals was thereupon invited. These were received, and sanction was accorded in December 1897 to the construction of a metre gauge line from Sanganer station, on the Rajputana-Malwa railway, to Sewai-Madhopur, a total length of $72\frac{3}{4}$ miles, at an estimated cost of Rs. 34,32,000 or Rs. 47,175 per mile including rolling-stock.

The general character of the country traversed is easy, and the only important works are the bridge of 30 spans of 60 feet girders over the Banas river and a heavy cutting at mile 37.

Pandharpur-Sangola Railway (2' 6" gauge).

34. The survey of a line from Pandharpur to Sangola, a distance of about 17 miles, has been completed, and the earthwork thrown up as a measure of famine relief.

35. Statement No. 6 on pages 40 to 44 gives the lengths and estimated cost of the railways which have been surveyed, reconnoitred or proposed, and of sanctioned projects on which no progress has been reported or on which commencement of work has not yet been authorized. The estimated cost of each project has been taken from such information as is at present available, but the amounts will require further investigation in every case before construction is undertaken.

STATEMENT No. 6.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized. ‡

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
A		Miles.	Rs.	
Agia-Delhi Chord	Standard	121	90,76,000	Survey completed.
Ahmadpur-Cutwa	Standard	32	32,00,000	Surveyed in connection with the Western Bengal railway project.
Ait-Kanoh	2' 0"	9	1,14,000	Reconnoitred in 1895.
Ajmere-Kotah	Standard	150	1,12,50,000	Not surveyed.
Akhaura-Bhairab Bazar	Metro	19	15,25,000	Reconnoitred in 1897.
Ammayansayakkanur-Kuruvacath	"	75	50,00,000	Not surveyed.
Amritsar-Tarn Taran-Sarhali	Standard	30	18,00,000	Reconnoitred.
Ausikero-Hassan	Metro	27	19,25,000	Surveyed in 1895-96.
Assam-Burma Connection	"	284	3,83,00,000	Ditto.
Azimganj-Bhagwangola-Berhampore	Standard	25	48,00,000	Alternative to the Bhagwangola-Rânaghat line under survey.
Ánán-Kátrúgarh-Midnapore	"	125	1,30,00,000	Reconnoitred. Further survey now in hand.
Azangarh-Sháhganj	Metro	33	13,20,000	Surveyed.
B				
Baidyanáth-Nawada	Standard	75	60,00,000	Surveyed in connection with the Western Bengal railway project.
Bainagnia-Pagaha	Metro	85	34,00,000	Under survey.
Bara Kotah	{ Standard Metro }	42	{ 35,96,000 34,88,000 }	{ Surveyed in 1895-96 and again in 1896-97 for a 2' gauge line.
Báran-Daltonganj	Standard	62	80,00,000	Surveyed.
Baraset-Bhaduria	2' 6"	40	6,40,000	Surveyed by the promoters.
Barcilly-Soron	Metro	63	53,50,000	Surveyed.
Baroda-Godhra Chord	Standard	45	33,72,000	Surveyed in 1895-96.
Bársi Town-Latur	2' 6"	68	34,00,000	Not surveyed.
Begamsarai-Rowsara	Metro	14	5,04,000	Ditto.
Berhampore-Gopálpur	Standard	9	6,30,000	Ditto.
Bettiah-Shikárpur	Metro	28	9,20,000	Under survey.
Bezwada-Jaggiapett	Standard	54	43,00,000	Not surveyed.
Bezwada-Masulipatam	"	44	53,00,000	Surveyed.
Bhágálpur-Bausi-Baidyanáth	"	69	61,63,000	Surveyed.
Bhagwangola-Rânaghat	"	180	2,80,00,000	Under survey.
Bhagwangola-Katihár-Raeganj	Metro	166	1,05,60,000	Ditto.
Bhera Jhang	Standard	110	55,00,000	Not surveyed.
Bongong-Kotchandpur	"	30	24,00,000	Under survey. Alternative to the Kissengunga-Kotchandpur-Magura line.

STATEMENT No 6—contd.

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
<i>B—concl'd.</i>				
Botád-Barwalla	Metre	Miles. 14	Rs. 9,00,000	Reconnoitred.
Brahmapuri-Nágpur branch	Standard	55	27,50,000	Not surveyed.
Burdwan-Cutwa	"	34	27,15,000	Surveyed. Alternative to the Hooghly-Cutwa line.
Burdwan-Howrah Chord	"	58	46,40,000	Reconnoitred.
<i>C</i>				
Chakardharpore-Ranchi-Lohardaga	2' 6"	110	31,00,000	Not surveyed.
Cháliggaon-Dhulia	Standard	37	36,26,000	Surveyed.
Chandausi-Gajrala	"	44	22,50,000	Surveyed.
Chandipur-Taki	2' 6"	39	6,24,000	Not surveyed.
Chánga Mánga-Chunian-Pakpatan	Standard	70	56,00,000	Not surveyed.
Chausama-Bechráji Mota	Metre	17	5,95,000	Surveyed.
Cherra-Companyganj extensions	2' 6"	26	12,70,000	Partially surveyed.
Coonoor-Ootacamund	Metre	12	18,63,000	Surveyed.
<i>D</i>				
Daltonganj-Sini	Standard	190	1,90,00,000	Not surveyed.
Dam Dim-Bagrakote	Metre	7	5,78,000	Surveyed.
Deesa-Umarkot	Standard	284	3,55,00,000	Alternative to the Viramgám-Cutch-Jungshahi railway under survey.
Deomoni kát-Halmonir Hát	Metre	69	24,00,000	Surveyed.
Dera Gazi Khan-Sakki Sarwar	Standard	35	35,00,000	Not surveyed.
Dhubri-Rungpore	Metre	50	75,00,000	Under survey.
Dindigul-Salem	Standard	60	60,00,000	Not surveyed.
<i>E</i>				
East Indian Grand Chord	Standard	276	3,63,00,000	Surveyed. The Moghal Sarai-Gya section is now under construction.
<i>F</i>				
Feni-Noakhali	2' 6"	27	5,40,000	Not surveyed. Alternative to the Láksám-Noakhali-Ichakhali line.
<i>G</i>				
Gházíabád-Moradabad	Standard	87	82,30,000	Surveyed.
Gogra Ghát-Sitapur	Metre	58	25,00,000	Not surveyed.
Gondia-Chanda	Standard	125	62,50,000	Not surveyed. Satpara plateau lines under survey.
Gorakhpur-Captainganj-Lagaha	Metre	47	19,00,000	Not surveyed.
Gurmukhteswar-Khurja	Standard	44	20,00,000	Reconnoitred.
Gurmukhteswar-Meerut	"	29	17,61,000	Surveyed in 1895-96.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
H		Miles.	Rs.	
Hajiganj-Shatnol	Metro	25	20,00,000	Reconnoitred.
Harpálpur-Nowgong	2' 0"	19	2,98,000	Survey completed.
Harpálpur-Rath	"	26	3,66,000	Ditto.
Hassan-Mangalore	Metre	111	1,67,63,000	Ditto.
Hingajea-Sylhet	2' 6"	40	12,50,000	Not surveyed. Alternative to the Tilágáon-Sylhet line.
Hooghly-Cutwa	Standard	61	53,63,000	Surveyed. Alternative to the Burdwan-Cutwa line.
Hyderabad-Guntakal	Metre	168	1,40,00,000	Not surveyed.
J				
Jeypore	Metre	73	34,32,000	Surveyed.
Jubbulpore-Gondia	Standard	135	67,50,000	Reconnoitred. Survey of the Satpura plateau lines now in hand.
Jullundur-Hoshiarpur	"	24	16,87,000	Survey completed.
Jullundur-Kapurthala	"	13	6,03,000	Ditto.
K				
Kala-ki-Sarai-Sultanpur (Kashmir)	Metre	40	32,00,000	Surveyed.
Karnál-Kaithal-Nabha	Standard	70	56,00,000	Not surveyed.
Káthgodám-Nainital	2' 0"	13	12,00,000	Examined.
Khurda-Sambalpur	Standard	190	2,37,00,000	Surveyed.
Kichha-Kashipur-Rámnagar	Metre	45	20,00,000	Under survey.
Kinu-Kahbwot	"	25	10,00,000	Not surveyed.
Kissengunge-Kotchandpur-Magura	2' 6"	51	13,71,000	Survey completed. Alternative to the Bongong-Kotchandpur line.
Kissengunge-Titalya-Siliguri	Metre	65	25,00,000	Not surveyed. Alternative to the Saidpur-Titalya line.
Kurjet-Uran Salt-fields	Standard	15	12,00,000	Not surveyed.
Kurnool Branch	Metre	36	12,00,000	Surveyed.
L				
Láksám-Noakhali-Ichakhali	{ 2' 6" Metre }	38	{ 9,50,000 19,00,000 }	{ Reconnoitred.
Lodhrán-Kabror	Standard	18	9,00,000	Not surveyed.
Ludhiána-Dhuri-Jakhal	"	80	42,73,000	Surveyed.
Ludhiána-Ferozepore	"	76	44,00,000	Surveyed in 1893-94.
Lunkaransar-Bhátinda extension	Metre	167	45,05,000	Under survey

STATEMENT No 6.—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
		Miles.	Rs.	
M				
Madura-Pámban	Metre	100	41,77,000	Surveyed in 1894-95.
Mal Bazar-Hantupara	"	46	31,38,000	Surveyed.
Mandra-Chakwal	Standard	40	22,00,000	Not surveyed.
Mangalpur-Suri-Synthia	"	50	40,00,000	Not surveyed.
Mansi-Bháptáhi	Metre	80	37,60,000	Surveyed.
Mári-Bannu	Standard	100	1,09,00,000	Surveyed.
Máyavaram-Tranquebar	Metre	15	6,75,000	Reconnoitred.
Meerut-Baraut	Standard	30	24,00,000	Alternative to the Shahdara-Baraut branch. Not surveyed.
Meerut-Hapur	"	19	10,97,000	Surveyed in 1895-96. Alternative to the Gurmukhteswar-Meerut branch.
Meiktila-Myingyan	Metre	58	36,14,000	Surveyed.
Moradabad (or Rámpur)-Rámnagar	Standard	47	25,00,000	Ditto.
Mágra-Bhagwangola	"	102	1,27,00,000	Alternative to the Bhagwan-gola-Ránagbat line under survey.
Mutupet-Avadayákovii	Metre.	45	15,00,000	Examined.
Mysore-Fraserpet	"	52	25,00,000	Not surveyed.
N				
Nágdá-Bara-Muttra	Standard	355	3,50,69,000	Surveyed in 1895-96.
Naujangúd-Calicut	Metre	155	1,00,00,000	Partially surveyed.
Naujangúd-Erode, with Branch	"	130	88,00,000	Under reconnaissance.
Nariad-Kapadvanj	2' 6"	28	8,74,000	Reconnoitred.
Narwana-Kaithal	Standard	25	15,40,000	Under survey.
Nattore-Rampore Beaulia	Metre	22	11,15,000	Surveyed in 1895-96.
Negapatam-Nagore	"	5	2,61,000	Survey completed.
Nothern Bengal-Assam connection (Dhubri-Gauháti)	} "	158	2,50,00,000	Under survey.
Nowshera-Dargai	2' 0"	42	20,00,000	Ditto.
Nuzerabad-Kekri	Metre	55	9,00,000	Surveyed.
P				
Pálghat-Dindigul	Standard	115	85,00,000	Reconnoitred.
Phandharpur-Sangol	2' 6"	17	6,97,000	Reconnoitred.
Pánipt (or Sonápt)-Saháranpur	"	60	48,00,000	Not surveyed.
Pátan-Rádhampur	Metre	43	15,00,000	Under survey.

STATEMENT No. 6—*contd.*

Railways which have been surveyed, reconnoitred or proposed, and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized.—contd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
P— <i>concd.</i>		Miles	Rs.	
Pathankot-Bajjnath	Standard	70	70,00,000	Not surveyed.
Petlad-Cambay	"	19	11,00,000	Surveyed.
Petlad-Wadhwan-Jungshahi	"	40	4,00,00,000	Not surveyed. Alternative to the Viramgam-Cutch-Jungshahi line now under survey.
Phulbári-Samjhia	Metre	13	4,42,000	Surveyed.
Pilibhit-Barn Deo	"	40	16,00,000	Not surveyed.
Pindrei-Mandla Branch	Standard	27	13,50,000	Satpura plateau lines under survey.
Pindrei-Seoni Branch	"	35	17,50,000	Satpura plateau lines under survey.
Porto Novo-Salem	"	116	86,00,000	Reconnoitred.
Prome-Magwe-Meiktila	Metre	176	1,13,00,000	Not surveyed.
Puri-Astrang	Standard	34	27,20,000	Not surveyed.
Purulia-Ranchi	"	75	1,50,00,000	Ranchi plateau lines under survey.
R				
Raeganj-Lahirihat-Atwari	Metre	53	21,00,000	Not surveyed. Alternative to the Kisenjunge-Titalya-Siliguri line.
Raipur-Vizianagram	Standard	301	3,60,00,000	Under survey.
Rowári-Phuleia-Kucháman	Metre	134	45,00,000	Under survey.
S				
Sábarmati-Dholka	Metre	33	11,08,000	Survey completed.
Sagaing-Mónywa-Alón	"	74	39,95,000	Survey completed.
Sakri-Jainagar	"	29	10,80,000	Under survey.
Saidpur-Titalya	"	66	29,81,000	Surveyed in 1895-96.
Seoni-Chindwara	Standard	40	29,00,000	Satpura plateau lines under survey.
Shahdara-Baraut	"	30	21,00,000	Not surveyed. Alternative to the Meerut-Baraut branch.
Shikarpur-Munshiganj	Metre	40	20,00,000	Reconnoitred.
Shikohabad-Farukhabad	Standard	66	45,20,600	Surveyed.
Shoranur-Cochin	"	73	91,77,000	Surveyed in 1894-95. Under location.
Singia-Madaripur-Chandpur	"	*82	1,92,66,000	Surveyed.
Sultanpur-Srinagar	Metre	160	1,09,00,000	Iditto.
Sutlej Valley	Standard	321	2,52,20,000	Not surveyed.

Singia to Behdarganj. The length of the proposed ferry to connect Behdarganj and Chandpur will be 18 miles.

STATEMENT No. 6--concl'd.

Railways which have been surveyed, reconnoitred or proposed and sanctioned projects on which no progress has been reported or on which the commencement of work has not yet been authorized—concl'd.

Name of railway.	Gauge.	Length.	Estimated or approximate cost.	REMARKS.
T		Miles.	Rs.	
Tarkessur Extension	Standard	50	25,00,000	Not surveyed.
Thibaw-Moné	Metre	160	1,50,00,000	Under survey.
Thónzé-Bassein-Henzada	"	105	78,00,000	Under survey.
Tilágaon-Sylhet	"	35	35,00,000	Reconnoitred.
Tinnevelly-Quilon	"	103	1,01,62,000	Surveyed in 1894-95.
Trichinopoly-Thondi	"	86	37,50,000	Not surveyed.
V				
Verával-Sasan	Metre	30	15,00,000	Reconnoitred.
Virangám-Cutch-Jungshahi	Standard	400	4,00 00,000	Under survey. Alternative to the Petlád-Wadhwan-Jungshahi and Deesa-Umarkot railways.
Virangám-Sami	Metre	42	14,70,000	Under survey.
Vizianagram-Párbatipur	Standard	60	37,55,000	Surveyed in 1895-96.
W				
Warora-Warangal	Standard	187	1,71,00,000	Partially surveyed.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway is drawn from them.

The pits and inclines of which the collieries consist, and the general depths reached at the end of the year 1897, are given below :

Kurhurbaree.

	Feet.		Feet.
2 "Jubilee" pit. Drawing coal	650	Bitagarha Up cast, drawing coal	252
23 D. Down cast, pumping and drawing coal	429	Sarnabad. Down cast, drawing coal	231
17 B. Down cast, drawing coal	295	23 E. Sunk to lower seam	211
23 B Up cast, drawing coal	282	Bhalmoritand. Down cast, drawing coal	244
2 C. Up cast, drawing coal	156	Joktiabad. Commenced to drive out	472
2 D. Down cast	132		
7 Jogitand. Up cast, drawing coal	272		
1 Jogitand. Up cast, drawing coal	178		
5 Jogitand. Down cast	125		

Serampore.

	Feet.		Feet.
16 A. Down cast, pumping and drawing coal	344	42 E. Up cast, drawing coal and water	63
21 Up cast, drawing coal	279	42 D. Down cast, drawing coal	83
25 Down cast, pumping and drawing coal	109	Hetla pit. Auxiliary to 1 Kamaljore	168
		1 Kamaljore. Down cast, drawing coal	176
		2 Kamaljore. Up cast	176
		Central pit. Up cast, drawing coal and water	466

The following table shows the output and number of persons employed during 1897 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack coal.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	5,853	393,964	34,570	45,290	473,824	81
1897	6,113	363,116	38,659	52,246	454,021	74

From the slack, 18,258 tons of coke were manufactured.

The capital outlay on the collieries to the 31st December 1896 amounted to Rs. 11,15,126, and the expenditure during the year to Rs. 1,17,186, making a total outlay to the 31st December 1897 of Rs. 12,32,312.†

The total receipts at the sanctioned issue rates were Rs. 7,77,855, and the charges, including sinking fund, Rs. 8,80,507, thus showing a net loss of Rs. 1,02,652.

Eleven thousand seven hundred and eighty-three tons of coal and coke were issued to the Moghal Sarai-Gya branch of the East Indian railway and the South Behar (Luckeeserai-Gya) railway at Rs. 36,914; and 2,188 tons were sold to the public at Rs. 8,685, the amount realized being Rs. 45,599. The cost on the net output was Rs. 1-15-4 per ton.

At the "Jubilee" pit, the east and west levels have been driven each 300 feet and a suitable sump made in the seam.

* All coal which will not pass through a $\frac{3}{4}$ " mesh is classed as large coal

† This outlay is made up of the purchase money, Rs 3,05,154, which represented half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

The air compressors, piping and Stanley heading machine have been erected.

The "Central" pit at Serampore has been connected with No. 16 A., by a pair of galleries 1,500 feet long.

The "Joktiabad" pit at Kurhurbaree has been sunk 472 feet through the lower seam. An air shaft 280 feet deep has been sunk, and boiler seating, chimney and engine bed erected.

The briquette plant at Serampore has been completed, and now turns out 90 tons per day of briquettes by the lime-meal process.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily:

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	AVERAGE NUMBER OF PERSONS EMPLOYED DAILY.		NUMBER OF TONS OF COAL RAISED OF ALL KINDS		NUMBER OF TONS OF LARGE COAL RAISED.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year.	4	23	4	23	1,461	1,461	118,456	118,456	98,491	98,491
1897 . . .	1	28	1	30	6,113	6,113	451,021	454,021	363,116	363,116

Makum collieries.

2. The Assam Railways and Trading Company work three collieries, *viz.*, Ledo Valley (with 2 mines), Upper Ledo and Tikak. The working of those at Namdang and Tirap have only been recently commenced and are not yet fully developed. The output of coal during 1897 was 184,271 tons against 176,436 tons in the previous year. The Assam coal is generally small and soft, but its softness has not proved a drawback to its general use for all purposes. It has a very small percentage of ash and gives a very clear bright flame with great local heat. The demand for Assam coal is increasing, and it is largely used by ocean and inland steamers, railways, mills and factories.

The capital outlay on the collieries to the 31st December 1896 amounted to Rs. 28,88,766, and the expenditure during the year to Rs. 12,51,486, making a total outlay to the 31st December 1897 of Rs. 41,40,252.

Petroleum in Assam.

3. At the Digboi field, there are in all 15 bore holes of depths varying from 720 to 1,680 feet. Of these, 1 was abandoned, 10 are yielding oil in varying quantities and the remaining 4 are in progress of being drilled. The total amount of crude oil extracted during the year was 219,780 gallons, which was supplied to the Refinery erected at Margherita. The Refinery is not as yet capable of dealing with any large quantities of oil, but the experimental refining operations have been very satisfactory. A good quality of kerosine oil and first class paraffine with wax, and some small quantities of bye-products, have been put on the market or utilized by the Company.

The operations at Makum have made little progress during the year. From the 9 wells already sunk at various depths varying from 350 to 550 feet, the total yield of the year has been 2,297 gallons only. This oil is entirely without any kerosine or paraffine and is valuable as a lubricant. A new well, No. 10, at some distance east of the previous borings, is now in progress, and in this some fairly good oil indications have been met with.

The capital outlay on the Company's petroleum works to the 31st December 1896 amounted to Rs. 11,40,760, and the expenditure during the year to Rs. 2,04,759, making a total outlay to the 31st December 1897 of Rs. 13,45,519.

Warora colliery.

4. This colliery, which is worked by Government, has seven shafts of depths and uses as under :

	Feet.	
Pit No. 1	245	Pumping.
Pit No. 2	215	Winding.
Pit No. 3	239	Pumping.
Pit No. 4	181	Winding.
Pit No. 5	174	Winding.
Pit No. 6	102	Ventilating.
Pit No. 7	170	Ventilating.

The following table shows the output and number of persons employed during 1897 as compared with the previous year :

YEAR.	Average number of persons employed daily.	OUTPUT.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	779	99,462	22,181	121,643	156
1897	821	90,914	20,740	111,654	136

The decrease of 9,989 tons in the total output is, it is explained, chiefly due to the smaller demands from petty customers, owing to a less favourable cotton crop than in the previous year.

The capital outlay on the colliery up to the 31st December 1896 amounted to Rs. 19,16,323, and as the capital transactions of the year resulted in a credit of Rs. 49,491, the outlay on the 31st December 1897 was reduced to Rs. 18,66,832.

The receipts during the year amounted to Rs. 5,12,289 and the expenditure to Rs. 3,63,711, thus showing a net profit of Rs. 1,48,578, equivalent to a return of 7.96 per cent. on the capital outlay.

The Great Indian Peninsula railway was supplied with 56,342 tons of large coal during 1897 against 58,098 tons in the previous year.

The other sales during the year are briefly detailed below :

	Tons.
Empress Mills, Nágpur	14,910 small coal.
Hinganghat Mill Company	5,681 large coal.
Berar Manufacturing Company	4,505 large coal.
Other customers	16,600 large coal.

The price of coal sold to the Great Indian Peninsula railway was, as in the previous year, Rs. 4-8-0 a ton at the pit's mouth, and the average selling price for all customers and to the colliery, Rs. 4-7-4 per ton.

During the year, 2,124 tons of fire-clay were raised for the manufacture of fire-bricks and tiles and for sale to the public.

The receipts during the year from fire-bricks and tiles amounted to Rs. 35,650 and the expenditure to Rs. 26,066.

* All coal which will not pass through a $\frac{3}{4}$ " mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year .	3	5	3	5	260	260	40,548	40,548	33,154	33,154
1897 . . .	2	4	2	4	410	410	55,827	55,827	45,457	45,457

The two fatal accidents during the year were caused in one case by the fall of roof-stone and in the other case by the fall of a prop while drawing timber.

Mohpáni colliery.

5. This colliery is worked by the Nerbudda Coal and Iron Company, Limited.

The same mines were worked as in the previous year, and by the same shafts and inclines generally.

The following table shows the output and number of persons employed during 1897 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
Previous year	653	19,512	30
1897	687	19,975	29

The capital outlay on the colliery up to the 31st December 1896 amounted to £131,917, and the expenditure during the year to £7,187,* making a total outlay to the 31st December 1897 of £139,104.*

The underground fires in the old mines were kept in check. The southern portion of the mines were this year flooded, whereas in previous years they have been kept dry and only the northern areas flooded. The extra flooding entailed heavier pumping after the rains and delayed the recommencement of the cold weather workings. Considering the difficulties under which work was carried on and that only six months' working out was done during the year, the output was very favourable. Nearly the whole of the coal was exhausted before the extra flooding set in.

In the new mines, the sinking of No. 24 shaft through No. 2 seam has been completed and some further proving of No. 1 seam effected.

On the 1st March, work was started on No. 26 shaft and sunk through No. 1 seam (a depth of 200 feet odd). A considerable length had to be walled on account of beds of fireclay and tender rock of other kinds. The main feeders which are known to exist at No. 24 have not yet been tapped.

The output of the year was disposed of as shown below :

	Tons.
Sold to railways	15,713
Sold to mill's, presses, etc.	1,532
Colliery consumption	2,753
Stock	—23
TOTAL	19,975

* These figures are approximate and subject to modification.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily.

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	AVERAGE NUMBER OF PERSONS EMPLOYED DAILY.		NUMBER OF TONS OF COAL RAISED OF ALL KINDS.		NUMBER OF TONS OF LARGE COAL RAISED.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	1	15	2	15	653	326	19,542	9,771	19,542	9,771
1897	1	15	1	15	687	687	19,975	19,975	19,975	19,975

Umaria colliery.

6. This colliery, which is worked by Government, consists of pits and inclines. The general depths reached at the end of the year were:

		Feet.
Pit No. 1	Shaft for water-supply to the station (steam power)	123
Pit No. 2	Up cast, ventilating shaft	131
Pit No. 3	Down cast, drawing coal	117
Pit No. 4	Down cast, pumping shaft	236
Pit No. 5	Up cast, pumping shaft	192
Pit No. 6	Down cast	93
Pit No. 7	Up cast, pumping shaft	270
Pit No. 8	Down cast, drawing coal	244
Pit No. 10	Shaft in course of sinking	38
Incline No. 1	Travelling road for workmen and for ventilation	181
Incline No. 2	Haulage road for coal	216
Incline No. 3	Travelling road for workmen and for ventilation	216
Incline No. 4	Haulage road for coal	281
Incline No. 5	Haulage road for coal	143
Incline No. 6	Travelling road for workmen and for ventilation	90

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	OUTPUT.			Number of tons raised per person employed.
		Large coal.*	Small coal.	Total.	
		Tons.	Tons.	Tons.	Tons.
Previous year	1,707	77,792	37,594	115,386	68
1897	2,617	78,417	46,361	124,778	47

The increase of 9,392 tons in the total output was due to the extension of work.

The capital outlay on the colliery to the 31st December 1896 amounted to Rs. 11,67,774, and the expenditure during the year to Rs. 41,106, making a total to the 31st December 1897 of Rs. 12,08,880.

The receipts during the year amounted to Rs. 3,75,941 and the expenditure to Rs. 3,82,024, thus showing a net loss of Rs. 6,083. This loss was due to a restriction of output, owing to a falling off in the demand; and also to an increase in the rate for cutting and raising coal, owing to the working places being at a greater distance from the pit's mouth.

* All coal which will not pass through a $\frac{3}{4}$ " mesh is classed as large coal.

The sales during the year are briefly detailed below :

	Large coal.	Screened nut coal.	Stack coal.	Screened dust.	Unscreened dust.	Dust.	Shale.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Indian Midland railway . . .	48,999	...	...	...	...	...	...	48,999
Great Indian Peninsula railway . . .	15,160	7,310	...	...	...	...	...	22,509
Bengal-Nágpur railway . . .	3,772	...	...	...	...	...	...	3,772
Other customers . . .	7,008	16,010	292	216	1,607	27	116	25,876
Coal used in colliery boilers . . .	...	1,723	8,317	215	16	...	...	10,361
Total . . .	75,539	25,073	8,639	431	1,623	27	116	111,445

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year . . .	1	9	1	9	1,707	1,707	115,386	115,386	77,752	77,792
1897 . . .	2	9	2	9	1,308	1,308	62,359	62,359	39,208	39,208

Coal fields at Telanpali near the Eeb river.

7. The diamond drill boring in the vicinity of the Eeb bridge, referred to in last year's report, was carried out during the year to a depth of 485 feet, and samples of the cores sent to the Director, Geological Survey, on whose report the boring was directed to be continued to a depth of 600 feet unless crystalline rocks were struck at a lesser depth.

The total amount sanctioned for expenditure on block account is Rs. 20,100. The capital outlay to the 31st December 1896 amounted to Rs. 6,785, and the expenditure during the year to Rs. 4,111, making a total outlay to the 31st December 1897 of Rs. 10,896.

Singareni colliery.

8. This colliery is worked by the Hyderabad (Deccan) Company, Limited. The colliery consists of—

	Depth. Feet.
No. 1 incline	400
No. 6 pit	400
No. 13 pit	187
No. 14 pit	181
No. 15 pit	150
" Patten " pit	372

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

Year.	Average number of persons employed daily.	Output.	Number of tons raised per person employed.
		Tons.	Tons.
Previous year	5,832	262,681	45
1897	6,155	365,550	57

The sales during the year are briefly detailed below :

	Tons.
Great Indian Peninsula railway	97,936
East Coast State railway	24,768
Madras railway	40,000
Southern Mahratta railway	45,923
South Indian railway	7,577
Bombay, Baroda and Central India railway	37,372
The Nizam's Guaranteed State railway	31,105
Bombay mills	54,821
Other customers	8,170
Total	347,672

The whole of the coal raisings have been from the "King" seam, which has improved in section and quality. The "Batten" pit has been opened, and the coal has proved to be of an excellent quality. The opening out of the under-ground workings of this mine is being pushed on with all speed, and, in order to facilitate the progress of the main winning levels, two of Jeffrey's air power chain coal cutting machines, with air power rotary coal drills, have been put to work; and when a sufficient period has elapsed in which to enable the preparations to take effect, which are now being made to more fully develop the coal resources, it is confidently anticipated that the raisings of the colliery will be very much increased.

No. 16 pit has also been sunk to the "King" seam. The coal here is of the same quality as the "Batten" pit and of good section.

During the year 1898, this pit will also add to the general output of the colliery.

A large air compressing plant has been erected at the "Batten" pit to provide power for the underground machinery.

Much has been effected during the year, in the way of erecting permanent cooly lines, securing good and cheap food-grains and adopting measures for the welfare of the work people, and it seems probable that a great deal of the difficulty experienced in the past in settling labour on the field will gradually disappear, as the advantages of good wages, food and agreeable employment become more widely known.

Unscreened Singareni coal was the only coal made and sold during the year.

The proportions of this coal are —

Steam coal	72 per cent.
Nuts	19 "
Slack.	9 "

The following table shows the number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

Year.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	8	9	8	9	729	729	32,835	32,835	...	...
1897	8	10	8	10	807	807	45,694	45,694	...	...

Dandot colliery.

9. This colliery is worked in connection with the North Western State railway. There is only one seam of coal, and it lies at an elevation of about 2,000 feet above sea level in the Salt Range.

The following table shows the output and number of persons employed during 1897 as compared with the previous year :

Year.	Average number of persons employed daily.	Output.				Number of tons raised per person employed.
		Large or steam coal.*	Screened or nut coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	2,063	49,896	2,508	22,617	75,021	36
1897	1,997	55,776	217	23,654	79,617	40

The increase of 4,626 tons in the total output was chiefly due to labour coming in more freely, owing to the scarcity of food-grains and high prices prevailing.

The colliery is capable of a much larger output than is now obtained from it, but it is hampered by the dearth of labour.

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st December 1896 amounted to Rs. 4,85,599, and as the capital transactions during the year resulted in a credit of Rs. 6,107, the total outlay to the 31st December 1897 was reduced to Rs. 4,79,492.

The receipts during the year amounted to Rs. 6,81,600, and the expenditure to Rs. 5,86,335, thus showing a net profit of Rs. 95,265, equivalent to a return of 19·87 per cent. on the capital outlay.

The net profits of the undertaking from the commencement of operations to the end of 1897, credited to block account, amounted to Rs. 1,78,066, leaving Rs. 3,01,426 at the debit of the colliery.

The seam is solely worked by means of level or inclined tunnels driven into the hill sides, and the coal is at present being extracted from three main groups of workings, namely :

South or outcrop mines on the south side of the Dandot hill.

Main mine on the east side of the hill.

Pidh mines in an outlying portion of the coal field.

Of these, the Pidh mines supply the most coal and are the most cheaply worked, owing to the harder and more durable nature of the enclosing strata.

No exploration for coal of any magnitude was undertaken during the year.

* All coal which will not pass through a $\frac{3}{4}$ " mesh is classed as large coal.

The sales during the year are briefly detailed below :

	Large or steam coal	Screened or nut coal	Slack coal	Mixed coal.	Total
	Tons	Tons.	Tons.	Tons	Tons.
Locomotive department, North Western State railway.	53,813	...	...	..	53,813
Other departments of the North Western State railway.	740	...	1,550	...	2,290
General public and foreign railways . .	1,223	216	20,925	...	22,364
Colliery works . . . . .	...	...	...	1,180	1,180
Total .	55,776	216	22,475	1,180	79,647

The sale of slack coal amounted to 22,475 tons against 22,617 tons in the previous year.

The colliery is worked chiefly for the supply of steam coal to the Locomotive department of the railway, but a fairly regular market is also obtained for slack coal which is used by the public for brick burning and various other purposes.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

YEAR.	Total number of fatal accidents	Total number of other accidents	Number of persons killed	Number of persons injured	Average number of persons employed daily		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident	Per death	Per fatal accident	Per death	Per fatal accident	Per death
							Tons.	Tons	Tons	Tons.
Previous year .	2	22	2	22	1,031	1,031	37,511	37,511	24,948	24,948
1897 .	2	18	2	18	998	998	39,823	39,823	27,888	27,888

Bhaghanwala colliery.

10. This colliery is worked in connection with the North Western State railway. It is situated in the Salt Range about 1,800 feet above sea level and about 20 miles east of Dandot colliery.

The seam of coal is the same as that at Dandot, but is here thicker and not of such good quality.

Coal has been extracted during the year from one mine or district only, where the seam is tilted up at an angle of 40 to 50 degrees from the horizontal. This disturbance of the strata has rendered the coal very soft and friable and the percentage of slack is heavy. The nature of the coal also renders it very liable to spontaneous combustion.

Owing to the peculiar circumstances of the seam the output is, of necessity, low. Only minor explorations have been carried out during the year and the results have not been very favourable.

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Small coal.	Slack.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	680	2,143	329	1,521	3,993	6
1897	334	5,726	...	7,419	13,145	39

The increase of 9,152 tons in the total output was due to the mines having been worked for the whole year against a portion in 1896.

The detailed estimates sanctioned on block account for opening out and working the colliery amounted to Rs. 6,13,003. The capital outlay to the 31st December 1896 amounted to Rs. 6,52,710, and as the capital transactions during the year resulted in a credit of Rs. 491, the outlay to the 31st December 1897 was reduced to Rs. 6,52,219. To this was added the loss on working, which to the end of 1897 amounted to Rs. 78,253, thus raising the total amount at debit of block account of the colliery to Rs. 7,30,472.

The receipts during 1897 amounted to Rs. 93,834, and the expenditure to Rs. 85,263, thus showing a net profit of Rs. 8,571.

The sales during the year are briefly detailed below:

	Large or steam coal	Screened or nut coal	Slack coal.	Mixed coal	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway.	5,725	...	...	...	5,725
Other customers	1	...	6,838	...	6,839
Colliery works . . . . .	...	...	...	581	581
Total	5,726	...	6,838	581	13,145

The following table shows the total number of accidents that have occurred during the last two years, and the number injured:

YEAR.	Total number of fatal accidents.	Total number of other accidents	Number of persons killed.	Number of persons injured.
Previous year	8	...	8
1897	4	...	4

* All coal which will not pass through a 3" mesh is classed as large coal.

Khost colliery.

11. This colliery is worked in connection with the North Western State railway.

The colliery at present consists of mainways and adits; of these, all are now practically worked out, except Nos. 3, 4 and 12 adits and the Takrai and Kila Hakim Khan dips, on which work is going on as under:

	Feet.
Progress on adit No. 2 East	930
Progress on adit No. 3 Sump	117
Progress on adit No. 4 West	1,383
Progress on adit No. 12 Heading	451
Progress on adit No. 12 East	15
Progress on adit No. 12 West	120
Progress on Takrai Dips East	325
Progress on Takrai Dips West	406
Progress on Kila Hakim Khan Sump	96

The following table shows the output and number of persons employed during 1897 as compared with the previous year:

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal*	Nut coal.	Unscreened small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	427	5,491	719	2,957	9,167	22
1897	217	5,151	661	2,976	8,788	40

The decrease of 379 tons in the total output was due to smaller demands for large coal.

The sum originally sanctioned on block account was Rs. 1,00,000, and a further sum of Rs. 50,000 was sanctioned to be met from the profits realised from the working of the colliery. During the year, however, the limit of the block account was reduced to an amount covering the actual value of plant which may be realised in the event of abandonment of working at any time, or Rs. 50,000. The difference between the actual expenditure on block account and the amount Rs. 50,000 has been adjusted by debit to profit and loss account. The capital outlay to the 31st December 1896 was Rs. 1,83,330, and as the capital transactions during the year resulted in a credit of Rs. 1,10,527, the outlay to the 31st December 1897 was reduced to Rs. 73,073.

The receipts during the year amounted to Rs. 1,19,295, and the expenditure to Rs. 1,04,166, thus showing a net profit of Rs. 15,129.

The net profits of the undertaking from the commencement of operations to the end of 1897, credited to the block account, amounted to Rs. 1,46,740, leaving Rs. 73,667 at credit of the colliery.

The sales during the year are briefly detailed below:

	Large coal.	Nut coal.	Dust coal.	Total.
	Tons.	Tons.	Tons.	Tons.
Locomotive department, North Western State railway	5,079	528	...	5,607
Engineering department, North Western State railway	56	83	25	164
Pressed fuel manufacture . . . . .	...	...	2,199	2,199
Private sales	12	22	737	771
Colliery works	4	23	15	47
TOTAL	5,151	661	2,976	8,788

* All coal which will not pass through a $\frac{1}{2}$ " mesh is classed as large coal.

The following table shows the total number of accidents that have occurred during the last two years, and the number killed and injured, compared with the output and the average number of men employed daily :

YEAR.	Total number of fatal accidents.	Total number of other accidents.	Number of persons killed.	Number of persons injured.	Average number of persons employed daily.		Number of tons of coal raised of all kinds.		Number of tons of large coal raised.	
					Per fatal accident.	Per death.	Per fatal accident.	Per death.	Per fatal accident.	Per death.
							Tons.	Tons.	Tons.	Tons.
Previous year	1	6	1	8	427	427	9,167	9,167	5,491	5,491
1897	1	2	1	2	217	217	8,788	8,788	5,151	5,151

Shahrigh colliery.

12. This colliery, which is worked in connection with the North Western State railway, has the following five mainways :

	Feet.
No. 1 adit mainway, West	553
No. 3 adit mainway, East	1,053
No. 5 adit mainway, West	1,167
No. 6 adit mainway, East	573
No. 8 adit mainway, West	619

The following table shows the output and number of persons employed during 1896 :

YEAR.	Average number of persons employed daily.	OUTPUT.				Number of tons raised per person employed.
		Large coal.*	Nut coal.	Small and dust.	Total.	
		Tons.	Tons.	Tons.	Tons.	Tons.
1896	212	1,026	72	307	1,405	7
1897 . . . . .	...	...	...	...	...	...

The mines were closed at the end of May 1896 as already reported in the previous year's report and no coal was excavated in 1897.

The sum sanctioned for expenditure on block account was Rs. 25,000.

The capital outlay to the 31st December 1897 was the same as on the 31st December 1896, viz., Rs. 14,616.

Baluchistan coal mines.

13. The chief areas within which, during the past year, coal mining operations have been carried on, are those in the Harnái Valley, the Sor Range, the mines near Mach, and in the Digari district.

* All coal which will not pass through a $\frac{1}{2}$ " mesh is classed as large coal.

The collieries in the Harnái Valley, *viz.* Khost and Sharigh, worked by the North Western State railway, are separately referred to in paragraphs 11 and 12.

There are five owners, who, under concessions, carry on operations in the remaining mines.

The octroi receipts for coal passing into the station of Quetta show that about 3,000 tons have paid dues this year, against 3,600 tons in the previous year. The greater part of this was sold to the Commissariat Department and private individuals in the form of patent fuel.

No accident of importance has been reported during the year.

Letkonbin colliery.

14. This colliery is worked by the Burma Coal Company, Limited.

The following table shows the output during 1897 as compared with the previous year :

YEAR.	OUTPUT.		
	Steam coal.	Dust.	Total.
	Tons.	Tons.	Tons.
Previous year	16,435	6,549	22,984
1897	8,239	1,923	10,162

The decrease of 12,822 tons in the total output was chiefly due to flooding of the mines.

New workings have been commenced at a distance of about a mile from the old workings, where coal is of a superior quality.

Palana coal mine.

15. Coal has been discovered in Palana, a small village in Bickaneer territory within the jurisdiction of the Saddar Tehsil, and a search party is at work. There are also indications of coal in other places and endeavours are being made to locate the coal field, and to find the most advantageous place to start on. At present work is confined to the shaft.

Relative values of certain Indian coals.

16. In chapter XI will be found a table showing the relative values of certain Indian coals for steaming purposes; taking the efficiency of best Welsh steam coal at 1.25, Indian coals vary in efficiency from 1 to 0.6. The figures given in chapter XI, however, are based on experiments made 4 and 5 years ago, and it is probable that many Indian mines are now raising a better quality of coal than they did at that time.

Total coal production.

17. The statement on the next page shows the quantity, in tons, of coal, produced in India for the five years 1880 to 1884, and for each year from 1885 to 1897.

CHAPTER V.

Stores.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office, during the calendar year 1897, was:

	£
A. Bridge-work	98,599
B. Engineer's plant	4,458
C. Workshop machinery	4,294
D. Permanent-way	209,319
E. Locomotive and rolling-stock	266,528
F. Station materials and fencing	7,809
G. Tools and stores	59,249
TOTAL .	650,251

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, State Railway Department, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 3,70,177 and Rs. 24,603, respectively.

3. *Cost of establishments at ports.*—The cost to State railways of the establishments maintained at Calcutta and Bombay was:

	Rs.
Calcutta	17,684
Bombay	1,313

4. *Ships employed.*—The number of ships employed in bringing State railway stores, including stores procured for native state lines, during the calendar year 1897, was:

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	23	156	57,031
„ Calcutta	149	40,320	66,10,985
„ Kurrachee.	50	47,217	67,52,620
„ Madras	42	14,180	14,64,877
„ Vizagapatam	19	805	1,12,936
„ Cocanada	20	14,804	12,76,560
TOTAL .	303	116,982	1,62,74,509

5. *Credits to Civil Department on account of insurance.*—During the year 1897-98, Rs. 96,109 were credited to the Civil Department on account of the charge of one-half per cent. for insurance.

6. *Losses of stores.*—During the year 1897-98, out of a consignment of 2,100 casks of portland cement shipped to Calcutta, per S. S. *Manora*, for transhipment to Cocanada, 100 casks were lost by the sinking of a boat during transhipment. The Director General of Stores has been asked to recover any freight paid on the lost casks.

7. *Capital locked up in stores.*—Statement No. 8 on the two following pages shows the stores balances on the standard and metre gauge railways on the 31st December 1897, as compared with the previous year.

STATEMENT No. 8.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1897.

Classification No.	RAILWAY.	Balance on the 31st December 1896.	Receipts during 1897.	Total.	Issues during 1897.	Balance on the 31st December 1897.	Ratio of balance to the issues of stores during 1897.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31st DECEMBER 1897.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1897.
		Rs.	Rs.	Rs.	Rs.	Rs.		Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay up to the 31st December 1897.	Percentage.	Total train-mileage during 1897.	Balance per train-mile.	
	STANDARD GAUGE.							Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	State lines worked by companies.													
I	EAST INDIAN . . .	(a) 80,75,147	6,33,28,447	7,20,03,594	6,20,78,526	99,27,069	0.16	2,648.29	3,748	39,16,73,950	2.53	12,562,671	0.79	21,149
II	BENGAL CENTRAL . . .	1,23,531	12,78,872	14,02,403	11,26,300	2,76,013	0.25	140.70	1,881	1,17,36,911	2.35	409,370	0.08	21,633
III	BENGAL-NAGPUR . . .	20,60,322	12,36,325	32,95,647	13,64,000	19,30,747	1.41	950.01	2,011	9,95,40,391	1.03	1,800,272	1.07	...
IV	INDIAN MIDLAND (d) . . .	(c) 13,63,439	25,15,310	38,69,778	21,57,037	17,14,841	0.80	1,035.03	1,656	10,89,07,700	1.67	1,750,824	0.98	2,159
VI	GODHRA-RUTLAM-NAGDA . . .	97,672	...	97,672	97,672	(g) ...	...	...	...	...	...	...	...	...
	TOTAL . . .	1,23,09,110	6,83,59,094	8,06,68,004	6,68,10,425	1,38,48,669	0.21	4,700.56	2,895	61,18,58,852	2.26	16,526,137	0.84	41,930
	State lines worked by the State.													
XI	NORTH WESTERN (d) . . .	(h) 1,02,53,062	1,92,43,179	2,94,96,241	2,00,06,634	85,00,207	0.11	4,182.40	2,049	10,93,89,699	1.72	9,107,303	0.04	1,63,816
XIII	ODISH AND ROHILKHAND . . .	23,75,802	37,13,650	61,28,427	42,60,115	18,35,644	0.43	1,022.79	1,795	10,76,73,077	1.70	2,402,022	0.76	1,62,078
XIV	EASTERN BENGAL (m) . . .	23,20,128	72,32,476	95,52,934	68,87,502	26,65,312	0.30	1,127.65	2,363	11,50,24,103	2.32	3,604,066	0.72	35,750
XVI	EAST COAST . . .	17,12,079	15,67,156	32,79,235	17,13,242	15,65,993	0.91	618.14	2,533	5,87,59,933	2.77	1,017,991	1.54	1,73,547
	TOTAL . . .	1,66,61,371	3,17,86,470	4,84,54,807	3,37,67,283	1,46,57,156	0.43	6,961.07	2,106	77,61,16,772	1.88	16,221,272	0.00	5,35,291
	Lines worked by guaranteed companies.													
XVIII	GREAT INDIAN PENINSULA (d) . . .	(o) 37,66,386	69,41,036	1,06,07,422	69,83,370	37,14,052	0.53	2,231.54	1,684	29,66,63,065	1.20	9,096,798	0.41	3,42,297
XIX	BOMBAY, BARODA AND CENTRAL INDIA. . .	37,33,986	61,80,507	99,24,493	62,83,809	36,41,185	0.58	676.11	5,383	10,71,19,625	3.40	2,431,893	1.50	6,495
XX	MADRAS (d) . . .	25,62,619	25,76,383	51,39,002	27,37,293	24,01,914	0.89	1,047.66	2,292	12,29,34,522	1.95	2,647,436	0.01	2,51,676
	TOTAL . . .	1,00,63,191	1,57,07,926	2,57,61,117	1,60,03,066	97,57,151	0.61	3,055.61	2,407	52,66,10,212	1.85	14,176,123	0.60	6,03,469
	Line owned by native state and worked by company.													
XXII	THE NIZAM'S GUARANTEED STATE (d) . . .	5,50,826	9,94,687	15,45,413	9,56,603	5,88,810	0.63	391.31	1,505	4,21,56,362	1.39	909,620	0.65	...
	TOTAL . . .	5,50,826	9,94,687	15,45,413	9,56,603	5,88,810	0.62	391.31	1,505	4,21,56,362	1.39	909,620	0.65	...
	TOTAL STANDARD GAUGE . . .	3,03,74,409	11,68,47,967	15,61,29,431	11,75,47,277	3,83,61,786	0.33	10,008.55	2,413	1,06,00,78,198	1.09	47,833,162	0.81	11,83,699

(a) Excluding Rs. 3,27,355 on account of balance of unopen lines.

(b) Excluding Rs. 11,27,477 on account of balance of unopen lines.

(c) Excluding Rs. 39,13,686 on account of extensions.

(d) Including branch lines worked.

(e) Excluding Rs. 28,15,491 on account of stores balance of the Sagar-Katni extension.

(f) Transferred to the Rajputana-Malwa railway.

(g) Excluding the Peshawar railway and Frontier railway reserve and Abt materials.

(h) Difference of Rs. 6,966 due to adjustment.

(i) Including the Cawnpore-Burhwal railway (metre gauge link).

(j) Including the capital outlay of the Cawnpore-Burhwal railway (metre gauge link).

(k) Including the stores transactions of the narrow gauge sections, the figures for which are not given separately.

(l) Excluding Rs. 1,63,796 on account of value of stores received but not paid for on the 31st December 1896.

(m) For explanation of differences vide notes (i) and (j) above.

STATEMENT No. 8—concl'd.

Capital locked up in stores on the standard and metre gauge railways on the 31st December 1897—concl'd.

Classification No.	RAILWAY.	Balance on the 31st December 1896.	Receipts during 1897.	Total.	Issues during 1897.	Balance on the 31st December 1897.	Ratio of balance to the issues of stores during 1897.	BALANCE PER MILE OF SINGLE TRACK, INCLUDING SIDINGS, ON THE 31st DECEMBER 1897.		PERCENTAGE OF CAPITAL OUTLAY LOCKED UP IN STORES ON TOTAL CAPITAL OUTLAY.		BALANCE PER TRAIN-MILE.		Value of surplus stores available for sale or transfer on the 31st December 1897.
		Rs.	Rs.	Rs.	Rs.	Rs.		Total length of single track, including sidings.	Balance per mile of single track, including sidings.	Total capital outlay to the 31st December 1897.	Percentage.	Total train mileage during 1897.	Balance per train-mile.	
	METRE GAUGE.							Miles.	Rs.	Rs.		Miles.	Rs.	Rs.
	State lines worked by companies.													
XXXIX	BENGAL AND NORTH-WESTERN—									(a)				
	TIERHOOT SECTION	5,52,364	11,30,952	16,83,316	11,16,076	5,66,340	0 51	947 71	598	5,66,45,463	1 00	2,039,140	0 28	9,544
	COMPANY'S SECTION	(b)												
XLI	RAJPUTANA-MALWA . . .	43,11,600	36,20,054	79,32,623	46,59,559	32,74,064	0 70	1,926 47	1,701	13,19,94,793	2 48	5,019,106	0 65	49,589
XLIII	SOUTHERN MAHARATTA (c) . .	20,85,215	17,98,964	38,84,179	10,20,841	10,63,338	1 02	1,710 34	1,145	12,32,53,874	1 59	4,113,225	0 47	42,000
XLVI	SOUTH INDIAN (d) . . .	26,63,423	20,63,278	53,26,701	29,35,710	23,90,992	0 81	1,184 95	2,018	7,72,15,401	3 10	3,513,433	0 68	1,91,753
XLVIII	ASSAM-BENGAL . . .	23,32,953	15,02,365	39,15,311	14,46,037	21,69,274	1 70	399 11	6,187	3,69,72,000	0 70	4,00,079	0 17	...
XLIX	BURMA	10,47,980	32,60,261	43,27,044	28,05,657	15,22,257	0 55	1,035 04	1,471	7,80,86,118	1 05	2,806,804	0 54	31,376
	TOTAL	1,30,13,304	1,10,56,770	2,70,70,074	1,48,83,819	1,21,86,255	0 82	7,203 62	1,664	50,40,67,619	2 42	17,890,793	0 69	3,24,232
	Assisted companies.													
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (e) .	1,06,113	2,45,691	4,44,704	2,06,290	2,39,495	1 16	320 19	745	1,14,26,057	2 00	471,290	0 51	1,231
LV	BENGAL DOOARS	55,891	60,106	1,16,000	71,865	41,225	0 62	43 63	1,014	25,78,562	1 72	61,415	0 72	...
LVI	DIBRU-SADIYA	2,27,675	3,00,003	5,27,678	2,86,037	2,71,621	1 08	87 16	3,116	74,22,050	3 66	210,682	1 20	7,500
	TOTAL	4,70,683	6,03,800	10,89,562	5,34,221	5,54,341	1 04	450 98	1,229	2,14,16,690	2 50	743,396	0 75	8,731
	Lines owned and worked by native states.													
LXIX	JODHPUR-DICKANBER . . .	1,31,380	(g)	2,06,266	1,77,833	(g)	0 67	374 50	316	74,36,151	1 59	381,160	0 31	...
LXXI	BHUVNAGAR-GONDAL-JUNAGAD PORBANDAR (h) . .	2,64,835	8,30,259	10,95,091	6,09,601	2,85,490	0 35	(i)	688	1,92,01,115	1 48	587,258	0 49	51,542
	TOTAL	3,96,215	9,95,142	13,91,357	9,47,134	4,03,923	0 41	790 41	611	2,66,37,266	1 52	369,418	0 42	51,542
	Foreign line.													
LXXVI	WEST OF INDIA PORTUGUESE . .	2,25,791	(j)	2,25,791	(j)	1,01,015	...	62 96	3,034	1,63,40,168	1 17	51,117	3 74	(j)
	TOTAL	2,25,791	...	2,25,791	...	1,01,015	...	62 96	3,034	1,63,40,168	1 17	51,117	3 74	...
	TOTAL METRE GAUGE	1,41,14,092	1,56,69,793	2,97,75,784	1,64,95,474	1,33,35,564	0 81	8,507 97	1,567	50,81,61,782	2 35	19,653,723	0 68	3,84,505

(a) Including interest on capital during construction.

(b) Excluding the balance of miscellaneous advances.

(c) Including branch lines worked.

(d) Including the Pondicherry railway, but excluding the Mayavaram-Mutpet railway.

(e) Excluding Rs. 29,42,222 on account of balance of unopen section.

(f) Excluding Rs. 34,56,984 on account of balance of unopen section.

(g) Excluding Rs. 8,61,182 under adjustment.

(h) Including the Jetaisar-Rajkot railway.

(i) Excluding 9 40 miles in dock estates and quarry lines constructed and maintained by the states themselves.

(j) Information not available.

CHAPTER VI.

Rolling-stock (Capital).

Statement No. 9 on pages 68 to 71 gives details of the locomotives and vehicles on the standard and metre gauge railways at the end of 1896 and 1897, and statement No. 10 on pages 72 to 75 shows the value of the stock at the close of 1897.

Rolling-stock adapted for military purposes.

2. Statement No. 11 on pages 76 and 79 shows the number of vehicles on the standard and metre gauge railways adapted for military purposes as existing on the 31st December 1897.

Brakes.

3. Statement No. 12 on pages 80 and 81 shows the number of locomotives and vehicles on the standard and metre gauge railways fitted with automatic vacuum brakes on the 31st December 1897.

On the East Indian railway, automatic vacuum brakes were fitted to 364 vehicles during the year, making a total of 897 fitted complete, and leaving a balance of 399 to be fitted under the present sanction. Only 2 vehicles were fitted with pipes during the year, and of the 167 vehicles having pipes only, 39 were fitted with the complete brake, thus reducing the number of piped vehicles to 128.

On the Bengal-Nágpur railway, none of the rolling-stock has as yet been fitted with any form of continuous brakes, but the automatic vacuum brake is about to be introduced. Some of the through coaching stock have already been fitted with the vacuum brake pipes.

On the Indian Midland railway, the stock fitted with the continuous automatic vacuum brake up to the 31st December 1897 was 66 engines and 108 coaches. Besides these, 23 coaches were fitted with pipes only.

On the North Western State railway, the fitting of automatic vacuum brake gear to rolling-stock was in progress during the year. The total stock fitted to the end of December 1897 was :

	Stock braked in 1897.	Total stock braked up to 31st December 1897.	
Engines	27	412	
Coaching vehicles	6	1,658	} Of these 183 are piped only.
Goods vehicles	12	531	

On the Oudh and Rohilkhand State railway, 11 additional engines and 95 vehicles were completely fitted with automatic vacuum brakes during the year.

On the Eastern Bengal State railway, 32 standard gauge and 22 metre gauge coaching vehicles were fitted with the vacuum brake communication during the year, and the total number of this description of vehicles running with this apparatus on the standard and metre gauge sections, on the 31st December 1897, was 97 and 84, respectively.

On the East Coast State railway, 12 four-wheel coupled passenger bogie engines (Dubs) are fitted with automatic vacuum brakes and 6 four-wheel coupled bogie engines (Indian Midland railway type) are fitted with simple vacuum brakes. Three inspection, one 1st class, and one composite (1st and 2nd) class carriages are fitted with the automatic vacuum brake.

On the Great Indian Peninsula railway, the rolling-stock fitted with automatic vacuum brake shows an increase of 15 locomotives and 151 vehicles. The whole of the coaching stock of the Bombay, Baroda and Central India railway has been fitted with the continuous automatic vacuum brake.

On the Madras railway, 9 engines and 133 vehicles were fitted with the automatic vacuum brake during the year, making a total up to the 31st December 1897 of 31 engines and 199 vehicles.

On the Nizam's Guaranteed State railway, 19 passenger carriages and 1 saloon have been fitted with automatic vacuum brakes.

No automatic vacuum brakes have been fitted to the stock running on the Southern Mahratta railway, but the following stock has been fitted with Westinghouse brakes :

Locomotives
Coaching vehicles

Braked
3
18 and 1 piped

On the Assam-Bengal railway, all the engines and carriages erected are fitted with the automatic vacuum brake. The numbers fitted during 1897 were:

[illegible]

The brakes were not brought into use.

Couplings.

On the Great Indian Peninsula railway, 236 couplings were fitted to goods stock during the year, making a total at the end of the calendar year of 4,643.

On the South Indian railway, 7 coaching and 206 goods vehicles have been fitted with Jone's flexible buffers, making a total of 3,246 out of 3,792 vehicles so fitted.

The whole of the passenger and goods stock of the Assam-Bengal railway is fitted with screw couplings at both ends.

On the Dibru-Sadiya railway, centre buffer and hook couplings were fitted to the rolling-stock of the line, and the coaching vehicles were fitted with tight couplings.

On the Gaekwar's Dabhoi railway, 129 vehicles only have been fitted at one end with Luard and Lindsley's patent screw couplings.

Lighting of railway carriages with gas on Pintsch's system.

5. The number of vehicles fitted on the East Indian railway with gas lamps on Pintsch's system during the year was 251, making a total of 614, and leaving a balance of 416 to be fitted under the present sanction.

On the Bengal-Nágpur railway, 10 carriages have been fitted with gas fittings on Pintsch's system up to the 31st December 1897; under the present sanction, 20 vehicles remain to be fitted.

On the North Western State railway, 353 carriages were fitted during 1897 with gas lamps on Pintsch's system, making a total of 401 so fitted up to the 31st December 1897.

On the Oudh and Rohilkhand State railway, no progress was made during the year with the work of lighting railway carriages with gas on Pintsch's system, owing to non-arrival of the materials from England. From advices received, however, it is expected that the necessary gear, lamps, &c., will shortly arrive, and the work of introducing this system of lighting on this railway will be pushed on.

On the Eastern Bengal State railway, the work of fitting carriages with gas lamps on Pintsch's system is in progress, 92 carriages having been fitted during the year.

On the Great Indian Peninsula railway, 245. vehicles were fitted with Pintsch's gas during the year, making a total of 1,043 vehicles fitted up to the end of 1897.

On the Bombay, Baroda and Central India railway, the whole of the carriage stock (with the exception of horse boxes, luggage vans and carriage trucks) and the goods brake vans have been fitted with gas lighting apparatus.

On the Madras railway, 42 vehicles were fitted with gas lamps during the year, making a total of 430 up to the 31st December 1897. Only a small portion of the coaching stock of the line remains to be fitted with this system of lighting.

Lighting carriages with Pintsch's gas has not yet been introduced on the Southern Mahratta railway; but the gas producing apparatus, some of the transport gas holders and other fittings have been received. The shed is being built and the apparatus erected.

Retiring accommodation for females.

6. Statement No. 13 on page 82 furnishes details of the number of carriages that have been fitted with retiring accommodation for females in compliance with the requirements of section 61 of the Indian Railways Act IX of 1890.

Number of locomotives and vehicles on the standard.

Classification No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1896.	On the 31st December 1897 (from statement No. 32, chap. ix.)	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.
	STANDARD GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
I	EAST INDIAN (a)	1,883·81	1,889·56	596	630	1,264	1,356
II	BENGAL CENTRAL.	125·01	125·01	23	23	41	89
III	BENGAL-NÁGPUR	860·88	860·88	118	118	233	293
IV	INDIAN MIDLAND (b)	922·21	922·21	111	125	372	372
V	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·11)	(13·11)	Worked by the Indian Midland railway.			
VI	GODHRA-RUTLAM-NÁGDÍ	(140·91)	(140·91)	Worked by the Bombay, Baroda and Central India			
VII	WARDHA COAL	(44·88)	(44·88)	Worked by the Great Indian Peninsula railway.			
VIII	DHOND-MANMÁD	(145·44)	(145·44)				
IX	BEZWADA EXTENSION (EAST COAST STATE)	(20·58)	(20·58)	Worked by the Nizam's Guaranteed State railway.			
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	(8·45)	(8·45)	Worked by the Madras railway.			
	TOTAL	3,791·91	3,797·66	848	896	1,970	2,110
XI	State lines worked by the State.						
	NORTH WESTERN (d)	*2,896·68	3,309·59	602	622	1,598	1,679
XII	HYDERABAD SHADIPALLI	(58·91)	(58·91)	Worked by the North Western State railway.			
XIII	ODDH AND ROHILKHAND	812·37	812·37	166	166	517	562
XIV	EASTERN BENGAL	†250·00	253·49	†94	104	†425	422
XV	CALCUTTA PORT COMMISSIONERS'	8·53	8·53	8	8	...	...
XVI	EAST COAST	(e) 500·51	(e) 533·45	57	57	231	239
	TOTAL	4,468·09	5,012·43	927	957	2,771	2,912
XVIII	Lines worked by guaranteed companies						
	GREAT INDIAN PENINSULA (g)	1,491·31	1,491·31	605	605	1,136	1,136
XIX	BOMBAY, BARODA AND CENTRAL INDIA (f)	649·83	649·83	165	162	447	417
XX	MADRAS (h)	857·68	857·68	166	166	643	652
	TOTAL	2,998·82	2,998·82	936	933	2,226	2,235
	Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	(160·47)	(162·24)	Worked by the East Indian railway.			
XXII	TARESSUR	(22·23)	(22·23)				
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	...	(399·80)	Worked by the North Western State railway.			
	TOTAL	(182·70)	(584·27)	...	...	...	...
	Lines owned by native states and worked by companies.						
XXVII	KHÁMGAON	(7·55)	(7·55)	Worked by the Great Indian Peninsula railway.			
XXVIII	AMRÁOTI	(5·44)	(5·44)				
XXIX	BÍNA GOONA.	(71·74)	(71·74)	Worked by the Indian Midland railway.			
XXX	BHOPAL-UJJAIN	(113·52)	(113·52)				
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44·28)	(44·28)				
XXXII	THE NIZAM'S GUARANTEED STATE (i)	352·90	352·90	50	50	112	112
XXXIII	NÁGDÍ-UJJAIN	(34·67)	(34·67)	Worked by the Bombay, Baroda and Central India			
XXXIV	THE GAEKWAR'S PETLÁD	(13·35)	(13·35)				
XXXV	KOLAR GOLD-FIELDS	(10·00)	(10·00)	Worked by the Madras railway.			
	TOTAL	352·90	352·90	50	50	112	112
	Lines owned by native states and worked by state railway agency.						
XXXVI	RAJPURA-BHÁTINDA	(107·94)	(107·94)	Worked by the North Western State railway.			
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15·92)	(15·92)				
	TOTAL	(123·86)	(123·86)	...	...	...	...
	TOTAL STANDARD GAUGE	11,611·72	12,161·81	2,761	2,836	7,079	7,369

N.B.—The mileages shown within brackets are not included in the totals as they are included with the mileages of the home lines.

* Excluding the Mushkaf-Bolán railway constructed, but not worked.

No. 9.

and metre gauge railways on the 31st December 1897.

GOODS VEHICLES.		BRAKE-VANS.		CRANES.		TOTAL NUMBER OF VEHICLES.		Classification No.	REMARKS.
Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.		
No.	No.	No.	No.	No.	No.	No.	No.		
9,961	10,034	341	341	20	20	11,586	11,751	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
190	494	10	10	...	1	241	594	II	(b) Including the Bhopal-Itarsi, the Bina Goonā and the Bhopal-Ujjain railways.
3,407	3,413	123	123	8	8	3,831	3,837	III	
2,059	2,059	(c) 126	(c) 126	9	9	2,566	2,566	IV	(c) Including 50 brake-vans with one third class compartment each.
...	...	...	...	...	...	...	...	V	
railway	...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	...	VII	
...	...	...	...	...	...	...	...	VIII	
...	...	...	...	...	...	...	...	IX	
...	...	...	...	...	...	...	...	X	(d) Including the Hyderabad-Shadipalli, the Rājputra-Bhātinda and the Southern Punjab (Delhi Samāsata) railways, and, the Jammu and Kashmir railway (Native state section), but excluding the stock formerly used on the metre gauge section of the old Bolān railway (Quetta loop) and on the Ferozepore tramway.
15,617	16,000	600	600	37	38	18,224	18,748	XI	
10,266	10,790	523	523	46	48	12,433	13,010	XII	
...	...	...	...	...	...	...	...	XIII	
4,357	4,330	132	147	16	16	5,022	5,055	XIV	
†1,917	2,069	†57	57	†4	5	†2,403	2,553	XV	(e) Including 2.66 miles (laid on the mixed gauge) which is worked by the East Coast State railway and also worked over only by the Southern Mahratta railway; but excluding 0.33 mile (metre gauge) worked over by the Southern Mahratta railway.
372	372	...	...	...	...	372	372	XVI	
1,214	1,413	(f) 65	(f) 65	...	5	1,515	1,732	XVII	
18,126	18,974	777	792	71	71	21,745	22,752	XVIII	
7,816	7,816	(h) 650	(i) 650	47	47	9,649	9,649	XIX	(f) Including 34 brake-vans with one or more third class compartments each.
4,216	4,223	94	94	4	4	4,761	4,768	XX	
2,917	2,945	175	178	7	7	3,712	3,782	XXI	(g) Including the Wardha Coal, the Dhond-Manmād, the Khāmgaon, and the Amrāoti railways.
14,919	14,984	919	922	58	58	18,152	18,193	XXII	(h) Including 52 brake-vans with 4 third class compartments each, 32 with one, and 25 with three compartments each.
...	...	...	...	...	...	...	...	XXIII	(i) Including 90 brake-vans with 4 third class compartments each, and 25 with three compartments each.
...	...	...	...	...	...	...	...	XXIV	(j) Including the Godhra-Rutlam-Nāgdā, the Nāgdā-Ujjain and the Gaekwar's Petlād railways.
...	...	...	...	...	...	...	...	XXV	(k) Including the Madras-Ennūr section (Bezwada-Madras) and the Kolar Gold-fields railway.
...	...	...	...	...	...	...	...	XXVI	
...	...	...	...	...	...	...	...	XXVII	
832	835	41	41	2	2	987	990	XXVIII	
railway	...	...	...	...	...	...	...	XXIX	
...	...	...	...	...	...	...	...	XXX	
...	...	...	...	...	...	...	...	XXXI	
...	...	...	...	...	...	...	...	XXXII	
...	...	...	...	...	...	...	...	XXXIII	
...	...	...	...	...	...	...	...	XXXIV	(l) Including the Bezwada extension (East Coast State).
...	...	...	...	...	...	...	...	XXXV	
832	835	41	41	2	2	987	990	XXXVI	
...	...	...	...	...	...	...	...	XXXVII	
...	...	...	...	...	...	...	...	XXXVIII	
...	...	...	...	...	...	...	...	XXXIX	
40,521	50,793	2,337	2,355	168	172	59,108	60,689	XXXX	

† Corrected figures.

Number of locomotives and vehicles on the standard

Classification No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		COACHING VEHICLES.	
		On the 31st December 1896.	On the 31st December 1897 (from statement No. 32, chap. ix.)	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.
	METRE GAUGE.	Miles.	Miles.	No.	No.	No.	No.
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	820 43	827 35	110	110	381	515
	COMPANY'S SECTION						
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(231 17)	(231 17)	Worked by the Rohilkund and Kumaon railway		1,316	1,327
XLI	RAJPUTANA-MALWA (a)	1,844 23	1,898 83	441	426	1,316	1,327
XLII	PALANPUR DEESA	(17 28)	(17 28)	Worked by the Rajputana-Malwa railway.			
XLIII	SOUTHERN MAHRATTA (b)	1,553 21	1,553 21	(c) 219	(c) 219	715	719
XLIV	GUNTAKAL-MYSORE FRONTIER	(119 50)	(119 50)				
	MYSORE SECTION (SOUTHERN MAHRATTA)	(296 00)	(296 00)	Worked by the Southern Mahratta railway.			
XLV	SOUTH INDIAN (f)	1,103 38	1,103 38	204	205	894	897
XLVI	MAYAVARAM-MUTUPET	(53 93)	(53 99)	Worked by the South Indian railway.		86	117
XLVII	ASSAM-BENGAL	285 02	(h) 360 63	44	53	612	613
XLIX	BURMA	886 15	887 00	145	147		
	TOTAL	6,493 60	6,630 40	1,163	1,160	4,007	4,188
	State lines worked by the State.						
	NORTH WESTERN (i) . . . . .	...	...	4	4	12	12
L	EASTERN, BENGAL—						
	NORTHERN AND BEHAR SECTIONS (including the Kaimia Dhailla, 2' 6" gauge, branch)	478 47	478 47	79	79	317	335
	Dacca SECTION	85 92	85 92	12	12	67	67
	TOTAL	564 39	564 39	95	95	386	414
	Assisted companies.						
LIII	DEOGHUR	4 79	4 79	3	3	10	10
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (j)	285 09	285 09	27	27	148	148
LV	BENGAL DOOARS	36 40	36 40	4	4	19	21
LVI	DIBRU-SADIYA	77 50	77 50	18	18	40	42
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY . . . . .	...	...	Information not available		...	...
LVIII	AHMEDABAD-PARANTIS . . . . .	...	(54 59)	Worked by the Rajputana-Malwa railway.		...	...
	TOTAL	403 78	403 78	52	52	217	221
	Lines owned by native states and worked by companies.						
LXIII	THE GAEKWAR'S MENSANA	(92 63)	(92 63)	Worked by the Rajputana-Malwa railway.			
LXIV	KOLHAPUR	(29 07)	(29 07)				
LXV	YESTANTPUR-MYSORE FRONTIER	(51 35)	(51 35)	Worked by the Southern Mahratta railway.			
LXVI	MYSORE-NANJANGUD	(15 25)	(15 25)				
	TOTAL	(188 30)	(188 30)	...	...	...	...
	Lines owned and worked by native states.						
LXIX	JODHPORE-BICKANEER—						
	JODHPORE SECTION	364 00	364 00	17	17	69	69
	BICKANEER SECTION						
LXX	ODDEYPUR-CHITOR	(60 39)	(60 39)	Worked by the Rajputana-Malwa railway.			
LXXI	BHAYNAGAR-GONDAL-JUNAGAD PORBANDAR (l)	379 69	379 69	33	33	190	190
LXXII	JETALSAR-KAJKOT	(46 23)	(46 23)	Worked by the Bhavnagar-Gondal-Junagad, Porbandar railway.			
LXXIII	JAMNAGAR . . . . .	...	54 28	...	(m) ...	...	21
	TOTAL	743 69	797 97	50	50	259	263
	Foreign lines.						
LXXVI	WEST OF INDIA PORTUGUESE	51 00	51 11	12	12	24	24
LXXVII	PONDICHERRY	(7 80)	(7 80)	Worked by the South Indian railway.		...	...
	TOTAL	51 00	51 11	12	12	24	24
	TOTAL METRE GAUGE	(n) 8,256 46	8,447 65	1,372	1,369	4,903	5,130

N.B.—The mileage shown within brackets are not included in the totals as they are included with the mileages of the home lines.

No. 9—concl'd.

and metre gauge railways on the 31st December 1897—concl'd.

GOODS VEHICLES.		BRAKE-VANS.		CRANFS.		TOTAL NUMBER OF VEHICLES.		Classification No.	REMARKS.
Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.	Number on the 31st December 1896.	Number on the 31st December 1897.		
No.	No.	No.	No.	No.	No.	No.	No.		
2,899	3,032	78	97	13	17	3,374	3,661	XXXIX	
Company's section) 7,101	6,981	282	282	29	20	8,728	8,619	XL	(a) Including the Pálanpur Deesa, the Ahmedabad-Parántij, the Gaekwar's Mehsána and the Oodeypore-Chitor railways.
4,684	4,684	(d) 188	(e) 193	20	20	5,607	5,616	XLII XLIII XLIV	
...	...	...	...	...	...	...	...	XLV
3,323	3,281	(g) 66	(g) 66	3	3	4,286	4,250	XLVI	
912	1,083	30	34	6	9	1,064	1,243	XLVII	(b) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangud railways.
3,465	3,494	156	136	19	19	4,232	4,262	XLVIII XLIX	
22,414	22,558	780	808	90	97	27,291	27,651		
...	...	...	...	...	...	12	12	
1,958	2,060	49	49	7	7	2,331	2,451	L	(c) Excluding the tender of a condemned engine.
216	216	10	10	3	3	325	326		(d) Including 164 brake-vans with one third class compartment each.
2,204	2,306	59	59	10	10	2,669	2,789		(e) Including 161 brake-vans with one third class compartment each.
8	8	2	2	20	20	LIII	(f) Including the Májavaram-Mutapet and the Pondicherry railways.
659	659	27	27	6	6	810	810	LIV	
(k) 91	(k) 106	5	5	1	1	16	133	LV	
800	800	18	20	1	1	859	863	LVI	
...	LVII	(g) For narrow gauge stock formerly used on the metre gauge section of the old Bolán railway (Quetta loop) and on the Perozepore tramway.
...	...	...	...	...	...	...	...	LVIII
1,558	1,573	52	54	8	8	1,835	1,856		
...		
...	LXIII LXIV LXV LXVI	(h) Including the Gauháti-Jamuna Mukh section, 74.73 miles, temporarily closed from the 13th June 1897 on account of damages done by the recent earthquake.
...		(i) Including the Lucknow-Bareilly section.
220	220	12	12	...	...	301	301	LXIX
892	893	37	37	2	2	1,121	1,122	LXX LXXI LXXII	
dar railway	...	...	...	...	...	...	...
...	100	...	4	128	LXXIII	(j) Including one dummy truck.
1,112	1,213	49	53	2	2	1,122	1,551		
146	146	13	13	1	1	181	184	LXXVI	
...	...	...	...	...	...	...	...	LXXVII
146	146	13	13	1	1	184	184		(k) Including the Jetalsar-Rájkot railway.
27,434	27,796	953	987	111	118	33,401	34,031		
...		
...		
...		(l) Including the engines of the Bhávnagar-Gondal-Junágad - Porbandar railway as a temporary measure.
...		
...		
...		
...		(m) Excluding the Cawnpore-Burhwal (metre gauge link) for which no separate rolling-stock has been provided.
...		
...		
...		

* Corrected figures.

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.			
		I	II	III	IV
		Last Indian railway system.	Bengal Central.	Bengal. Nagpur	Indian Midland railway system.
STANDARD GAUGE.					
1	Mileage open on the 31st December 1897 Miles	1,859.56	125.01	860.68	922.21
2	Mileage of single track, including sidings Miles	2,852.79	146.70	959.91	1,035.63
3	Total train-mileage. Train-miles	13,206,958	406,370	1,500,272	1,756,824
4	Gross ton-mileage Ton-miles	4,895,721,829	101,603,315	634,416,071	568,614,252
5	Total capital outlay on open line, excluding steam-boat and suspense Rs.	39,58,72,938	1,14,10,112	9,75,53,584	10,71,57,074
6	Gross earnings, excluding steam-boat Rs.	6,05,62,663	11,38,199	62,00,309	61,47,957
7	Gross earnings per mean mile worked per week, excluding steam boat earnings Rs.	606	175	138	131
8	Five per cent. of gross earnings, excluding steam-boat . . Rs.	30,28,133	56,910	3,10,015	3,23,393
9	Value* of engine stock Rs.	2,07,35,104	5,41,444	49,92,663	4,329,537
10	Per mile of line open (9 ÷ 1) Rs.	10,974	4,355	5,799	4,693
11	Per train-mile (9 ÷ 3) Rs.	1.6	1.3	2.8	2.5
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4) Rs.	4.2	5.2	7.9	7.6
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9) Rs.	292.1	209.1	121.2	148.9
14	Value* of coaching and goods stock Rs.	2,72,68,676	16,41,839	1,17,30,362	87,86,272
15	Per mile of line open (14 ÷ 1) Rs.	14,431	13,131	13,627	9,527
16	Per train-mile (14 ÷ 3) Rs.	2.0	4.1	6.5	5.0
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4) Rs.	5.6	15.7	18.5	15.5
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14) Rs.	222.1	69.3	62.9	73.4
19	Total value* of rolling-stock Rs.	4,80,03,670	21,86,283	1,67,23,025	1,31,15,809
20	Per mile of line open (19 ÷ 1) Rs.	25,405	17,489	19,426	14,222
21	Per train-mile (19 ÷ 3) Rs.	3.6	5.4	9.3	7.5
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4) Rs.	9.8	20.9	26.4	23.1
23	Amount of earnings for each 100 rupees worth of rolling-stock (6 × 100 ÷ 19) Rs.	126.2	52.1	37.1	49.2
24	Per cent. of value of locomotives on total capital outlay on rolling-stock (9 × 100 ÷ 19) Per cent.	43.2	21.9	29.9	33.0
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19) Per cent.	56.8	75.1	70.1	67.0
26	Return on capital cost of rolling-stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 19) Per cent.	6.3	2.6	1.9	2.5
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20 ÷ 7) Rs.	41.9	99.9	140.8	108.6

(a) Including 6.12 miles of military line not used for public traffic.

(b) Including cost of rolling-stock belonging to the metre gauge portion of the old Bolán railway (Quetta loop) and the Ferozepore tramway.

(c) Value of engine and carriage and wagon stock not recorded separately.

(d) Information not available.

* Represents total cost charged

No. 10.

metre gauge railways on the 31st December 1897 compared with earnings.

STATE LINES WORKED BY THE STATE.					LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of standard gauge railways.	Progressive No.
XI	XIII	XIV	XV	XVI	XVII	XIX	XX	XXXII		
North Western railway system.	Oudh and Rohilkhand.	Eastern Bengal.	Calcutta Port Commissioners.	East Coast.	Great Indian Peninsula railway system.	Bombay, Baroda and Central India railway system.	Madras railway system.	The Nizam's Guaranteed State railway system.		
(a) 3,399.59	812.37	253.49	8.53	(f) 538.45	1,491.31	649.83	857.68	352.90	(f) 12,161.81	1
4,192.49	936.82	409.06	22.75	(g) 616.21	2,231.54	882.88	1,047.66	391.31	(g) 15,785.79	2
9,107.303	2,206.607	2,032.187	(d)	1,017.831	9,096.798	2,848,067	2,647,436	909,620	47,126,333	3
2,846,852,747	709,002,562	651,341,300	(d)	164,620,161	2,440,247,812	955,718,830	785,139,406	345,250,187	15,110,558,562	4
43,56,12,831	10,31,42,636	6,29,63,770	70,57,005	5,45,20,684	29,29,55,207	12,39,48,649	12,04,96,515	4,18,73,581	1,90,48,94,936	5
3,38,88,646	81,97,961	89,11,565	3,93,528	27,90,544	2,81,32,402	1,55,04,059	1,17,38,041	37,77,154	18,79,82,928	6
215	194	678	883	100	367	459	263	205	305	7
16,94,432	4,09,899	4,45,578	19,676	1,39,527	14,21,620	7,75,203	5,86,902	1,88,858	93,09,146	8
2,12,03,394	42,77,372	(c)	1,48,365	22,62,679	1,88,78,330	56,26,196	55,08,913	19,45,714	9,04,52,801	9
6,237	5,265	...	17,393	4,202	12,659	8,658	6,423	5,613	7,437	10
2.3	1.9	...	...	2.2	2.1	2.0	2.1	2.1	2.0	11
7.4	6.0	...	...	13.7	7.7	5.9	7.0	5.6	6.2	12
159.8	191.7	...	265.2	123.3	150.6	275.6	213.1	194.1	198.0	13
4,05,86,590	1,14,71,577	(c)	(e) 5,65,610	51,60,519	2,04,56,571	1,10,05,564	1,00,74,548	22,37,282	15,09,85,410	14
11,939	14,122	...	66,309	9,584	13,717	16,936	11,746	6,340	12,415	15
4.5	5.0	...	...	5.1	2.2	3.8	3.8	2.5	3.3	16
14.3	16.2	...	...	31.4	8.4	11.5	12.8	6.5	10.4	17
83.5	71.5	...	69.6	54.1	139.0	140.9	116.5	168.8	118.5	18
(b) 6,17,83,984	1,57,48,949	1,03,90,534	7,13,975	(h) 71,24,198	3,93,34,901	1,66,31,760	1,55,83,461	41,82,996	25,18,28,745	19
18,176	19,387	40,990	83,702	13,786	26,376	25,594	18,169	11,853	20,707	20
6.8	6.9	5.1	...	7.3	4.3	5.8	5.9	4.6	5.3	21
21.7	22.2	16.0	...	45.1	16.1	17.4	19.8	12.1	16.6	22
54.8	52.1	85.8	55.1	37.6	72.3	93.2	75.2	90.3	74.6	23
34.3	27.2	...	20.8	30.5	48.0	33.8	35.4	46.5	37.4	24
65.7	72.8	...	79.2	69.5	53.0	66.2	64.6	53.5	62.6	25
2.7	2.6	4.3	2.8	1.9	3.6	4.6	3.8	4.5	3.7	26
81.5	99.9	60.5	94.3	137.9	71.9	55.8	69.1	57.8	67.9	27

to final heads of account.

(e) Including Rs. 64,913 for converting 100 ballast wagons into covered goods wagons.

(f) Including 2.66 miles (laid on the mixed gauge), which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0.33 mile (metre gauge) worked over only by the Southern Mahratta railway.

(g) Excluding 1.93 miles of single track laid on the metre gauge.

(h) Decrease due to certain credits.

Value of locomotives and vehicles on the standard and

Progressive No.	DETAILS.	STATE LINES WORKED BY COMPANIES.					
		XXXIX	XLI	XLIII	XLVI	XLVIII	XLIX
		Bengal and North-Western railway system.	Rajputana-Malwa railway system. (b)	Southern Mahratta railway system.	South Indian railway system.	Assam-Bengal. (c)	Burma.
	METRE GAUGE.						
1	Mileage open on the 31st December 1897 . Miles	827.35	1,838.44	1,553.21	1,103.38	360.63	887.06
2	Mileage of single track, including sidings . Miles	917.71	(c) 2,101.24	1,710.34	1,244.65	393.11	1,035.04
3	Total train-mileage Train-miles	2,038,140	5,158,861	4,113,224	3,610,615	400,079	2,806,804
4	Gross ton-mileage Ton-miles	418,847,004	1,075,696,596	724,774,900	577,075,473	77,268,839	542,583,383
5	Total capital outlay on open line, excluding steam-boat and suspense Rs.	(a) 5,37,90,404	13,43,21,997	12,11,03,165	7,73,08,883	3,36,22,400	7,56,51,826
6	Gross earnings, excluding steam-boat Rs.	54,11,953	1,89,25,815	94,08,260	94,84,083	9,90,640	86,55,019
7	Gross earnings per mean mile worked per week, excluding steam-boat earnings Rs.	128	201	116	164	63	188
8	Five per cent. of gross earnings, excluding steam-boat Rs.	2,70,593	9,46,291	4,70,413	4,74,204	49,532	4,32,751
9	Value* of engine stock Rs.	21,89,614	(d) 70,02,124	(d) 45,19,979	44,89,443	(d) 14,51,057	20,12,150
10	Per mile of line open (9+1) Rs.	2,646	4,298	2,910	4,023	4,024	3,283
11	Per train mile (9+3) Rs.	1.1	1.5	1.1	1.2	3.6	1.4
12	Per 1,000 gross ton-miles (9 × 1,000 ÷ 4) Rs.	5.2	7.3	6.2	7.7	18.8	5.4
13	Amount of earnings for each 100 rupees worth of engine stock (6 × 100 ÷ 9) Rs.	247.2	239.5	208.1	(d) 213.6	68.3	297.2
14	Value* of coaching and goods stock Rs.	56,62,111	1,35,30,800	83,00,670	80,65,708	23,14,089	76,08,383
15	Per mile of line open (14+1) Rs.	6,843	7,360	5,344	7,310	8,080	8,578
16	Per train-mile (14+3) Rs.	2.7	2.7	2.0	2.2	7.3	2.7
17	Per 1,000 gross ton-miles (14 × 1,000 ÷ 4) Rs.	13.5	12.6	11.5	14.0	37.7	14.0
18	Amount of earnings for each 100 rupees worth of coaching and goods stock (6 × 100 ÷ 14) Rs.	95.6	(d) 139.9	113.3	117.6	34.0	113.8
19	Total value* of rolling stock Rs.	78,51,125	(d) 2,14,32,933	1,23,20,649	1,25,05,151	43,65,146	(f) & (g) 1,05,09,569
20	Per mile of line open (19+1) Rs.	9,489	11,658	8,254	11,333	12,104	11,848
21	Per train-mile (19+3) Rs.	3.8	4.2	3.1	3.4	10.9	3.7
22	Per 1,000 gross ton-miles (19 × 1,000 ÷ 4) Rs.	18.7	19.9	17.7	21.7	56.5	13.4
23	Amount of earnings for each 100 rupees worth of rolling stock (6 × 100 ÷ 19) Rs.	68.9	88.3	73.4	75.8	22.7	82.4
24	Per cent. of value of locomotives on total capital outlay on rolling stock (9 × 100 ÷ 19) Per cent.	27.9	36.9	35.3	35.5	33.2	27.7
25	Per cent. of value of coaching and goods stock on total capital outlay on rolling-stock (14 × 100 ÷ 19) Per cent.	72.1	63.1	64.7	64.5	66.8	72.3
26	Return on capital cost of rolling stock from 5 per cent. of gross earnings, the usual charge for provision of rolling-stock (8 × 100 ÷ 19) Per cent.	3.4	4.4	3.7	3.8	1.1	4.1
27	Total value of rolling-stock per mile for each rupee earned per mile per week (20 ÷ 7) Rs.	74.1	58.0	71.2	69.1	192.1	63.0

(a) Including Rs. 10,90,014 on account of interest on capital during construction.

(b) Excluding the Oodeypore-Chitor railway.

(c) Excluding 9.39 miles of standard gauge track.

(d) Decrease due to certain credits.

(e) The results shown under this railway are abnormal, chiefly owing to the undeveloped state of the traffic on the line and to the fact that certain portions of the open section damaged by the earthquake in June 1897 had to be temporarily closed during the year.

* Represents total cost charged

No. 10—concl'd.

Metre gauge railways on the 31st December 1897 compared with earnings—concl'd.

STATE LINE WORKED BY THE STATE.		ASSISTED COMPANIES.				LINES OWNED AND WORKED BY NATIVE STATES.		FOREIGN LINE.	Total and average of metre gauge railways.	Progressive No.
L Eastern Bengal.		LIII	LIV	LV	LVI	LXIX	LXXI	LXXVI		
Northern and Behar sections (including the Kauria-Dharila, 2' 6" gauge, branch).	Dacca section.	Deoghur.	Rohilkund and Kumaon railway system.	Bengal Doonars.	Dibru-Sadiya.	Jodhpore-Bikaner-Jodhpore and Bikaner sections.	Bhavnagar-Gondal-Junagad-Portbandar railway system. (i)	West of India Portuguese.		
478.47	85.92	4.79	285.09	36.40	77.50	364.00	(j) 379.69	51.11	8,332.98	1
558.03	100.56	5.41	320.19	43.63	87.16	374.50	425.31	62.96	(c) 9,416.84	2
1,451,973	202,896	13,354	471,299	61,415	210,682	381,160	587,258	51,117	21,595,907	3
256,197,265	28,632,560	(h)	79,348,507	(h)	(h)	69,450,799	98,382,649	7,701,008	3,955,959,003	4
3,99,15,370	67,45,941	2,86,180	1,09,87,531	24,17,316	(d) 72,41,830	74,36,151	1,89,06,632	1,35,77,379	60,33,13,005	5
48,44,868	5,10,793	30,320	12,51,092	2,73,662	7,87,359	12,39,668	20,26,893	(k) 1,45,648	6,39,86,073	6
195	114	122	86	145	195	65	103	55	148	7
2,42,243	25,540	1,516	62,555	13,683	39,368	61,983	1,01,345	7,282	31,99,304	8
14,02,609	2,64,353	31,000	5,71,750	1,00,279	(h)	3,73,002	6,23,686	4,01,528	2,71,84,974	9
2,931	3,077	7,098	2,006	2,755	...	1,025	1,643	7,856	3,281	10
1.0	1.3	2.5	1.2	1.6	...	1.0	1.1	7.8	1.3	11
5.5	9.2	(h)	7.2	(h)	...	5.4	6.3	52.1	6.8	12
345.4	193.2	89.2	218.9	272.9	...	332.3	325.0	36.3	232.5	13
45,48,410	4,90,232	49,236	12,49,560	2,82,957	(h)	6,21,624	16,89,631	3,45,639	5,53,59,029	14
9,507	5,705	10,279	4,382	7,773	...	1,707	4,450	6,763	6,706	15
3.1	2.3	3.7	2.7	4.6	...	1.6	2.8	6.8	2.6	16
17.7	17.2	(h)	15.8	(h)	...	8.9	17.2	44.9	18.9	17
106.5	104.2	61.6	100.1	96.7	...	199.4	120.0	42.1	114.2	18
53,51,049	7,54,585	83,236	18,21,250	3,83,236	(d) 15,17,713	9,94,626	23,13,317	7,47,167	8,40,50,752	19
12,438	8,782	17,377	6,388	10,528	19,583	2,732	6,093	14,619	10,087	20
4.1	3.6	6.2	3.9	6.2	7.2	2.6	3.9	14.6	3.9	21
23.2	26.4	(h)	23.0	(h)	(h)	14.3	23.5	97.0	20.7	22
81.4	67.7	36.4	68.7	71.4	51.9	124.6	87.6	19.5	76.1	23
23.6	35.0	40.8	31.3	26.2	...	37.5	27.0	53.7	32.9	24
76.4	65.0	59.2	68.7	73.8	...	62.5	73.0	46.3	67.1	25
4.1	3.4	1.8	3.4	3.6	2.6	6.2	4.4	1.0	3.8	26
63.8	77.0	142.4	74.3	72.6	100.4	42.0	59.1	265.8	68.2	27

to final heads of account.

(f) Excluding Rs. 10,964 on account of receipts on capital account.

(g) Excluding the value of rolling-stock of the Mandalay-Kunlun railway.

(h) Information not available.

(i) Excluding the Jammagar railway.

(j) Including 4.50 miles of dock estate and quarry lines constructed and maintained by the states themselves.

(k) Excluding Rs. 31,074 on account of harbour earnings.

Number of vehicles on the standard and metre gauge railways

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED).	NUMBER OF INTERMEDIATE AND THIRD CLASS CARRIAGES FITTED FOR AMBULANCE PURPOSES.				* Percentage on entire stock.	NUMBER OF HORSE BOXES:					NUMBER OF COVERED GOODS WAGONS ADAPTED FOR THE CARRIAGE OF HORSES, COMPLETE WITH FITTINGS.†				Number of covered goods wagons suitable for the carriage of horses but for which no fittings are available.‡
		Inter-mediate.	Third.	Com-pose intermediate and third.	Total.		Cap-able of carry-ing 6 horses.	Cap-able of carry-ing 4 horses.	Cap-able of carry-ing 3 horses.	Cap-able of carry-ing 2 horses.	Total.	Wood-en.	Iron.	Total number of horses cap-able of being carried.	* Per-centage on en-tire stock.	
	STANDARD GAUGE.															
	State lines worked by companies.															
I	EAST INDIAN . . .	...	52	...	52	5.84	75	...	...	...	75	895	1,252	17,696	33.21	...
II	BENGAL CENTRAL . .	...	...	...	...	...	1	...	...	...	1	...	...	...	...	308
III	BENGAL-NAGPUR . .	...	23	...	23	(b) 11.44	10	...	...	...	10	...	1,191	9,528	52.44	...
IV	INDIAN MIDLAND . .	...	22	...	22	10.00	5	...	10	...	15	...	750	6,000	64.10	...
	State lines worked by the State.															
XI	NORTH WESTERN (c) .	...	447	4	451	45.38	108	...	26	...	134	75	(d) 4,947	41,824	67.55	...
XIII	ODISH AND ROHILKHAND .	...	68	...	68	21.50	37	...	...	...	37	382	723	8,840	28.87	...
XIV	EASTERN BENGAL . .	16	...	...	16	(j) 6.32	6	...	4	...	10	...	493	3,944	31.28	(k) (l) 399
XVI	EAST COAST . . .	...	...	...	...	...	6	...	...	...	6	...	548	4,384	58.11	...
	Lines worked by guaranteed com-panies.															
XVIII	GREAT INDIAN PENINSULA	...	29	...	29	5.23	...	...	93	...	93	1,508	...	12,064	34.33	(p) 372
XIX	BOMBAY, BARODA AND CENTRAL INDIA . .	...	15	...	15	4.92	15	...	...	...	15	1,586	...	12,688	71.09	...
XX	MADRAS . . .	...	28	...	28	(q) 6.98	2	...	44	...	46	1,019	395	11,312	98.81	...
	Line owned by native state and worked by company.															
XXXII	THE NIZAM'S GUARAN-TEED STATE	...	...	...	...	...	7	...	3	...	10	64	60	992	72.51	...

* Percentage on stock of the same class of vehicles shown in column 6 of statement No. XII of the Capital and Revenue accounts for the second-half of 1897.
† Only such wagons as are actually provided with complete fittings are included in these columns.
(a) Including 12 third and postal composite carriages.
(b) Percentage calculated on the total intermediate and third class carriages and the total composite carriages on the line, viz. intermediate and third, intermediate, third and postal, and third and postal.
(c) The carriages on this line are fitted with both books and racks, racks are only used under the seats.
(d) Including 412 bogie carriages.
(e) Including 140 bogie carriages.
(f) Including 5 first class carriages.
(g) First, second and third class composite carriages.
(h) Including 19 intermediate and postal and 21 third and postal composite carriages.
(i) Including 3 intermediate and postal, and 25 third and postal composite carriages.

No. 11.

adapted for military purposes, as existing on the 31st December 1897.

NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS.†				CARRIAGES FITTED WITH HOOKS OR RACKS.															
Medium or high- sided.	Ballast or low- sided.	Total carrying capacity of both kinds. Tons.	*Per- cent- age on entire stock.	NUMBER FITTED WITH.										*PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS.					
				Hooks.				Racks.						Com- posite, first and second.	Com- posite, first and third.	Second.	Inter- medi- ate.	Com- posite, inter- mediate and third.	Third.
				Second.	Inter- medi- ate.	Com- posite, inter- mediate and third.	Third.	Com- posite, first and second.	Com- posite, first and third.	Second.	Inter- medi- ate.	Com- posite, inter- mediate and third.	Third.						
...	2,296	34,185	90.75	...	31	(a) 30	657	...	...	..	...	...	...	...	...	...	42.46	33.71	85.32
12	...	149	19.35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
500	115	9,330	55.11	...	...	...	...	23	4	15	8	...	149	92.00	100.00	100.00	100.00	...	82.32
...	207	2,484	23.88	...	...	...	...	...	...	22	...	...	178	...	...	100.00	...	...	80.91
148	(e) 1,766	24,522	60.61	...	...	...	...	(f) 22	(g) 8	25	41	(h) 93	778	10.78	80.00	26.60	37.27	82.30	93.85
...	138	1,380	38.02	...	...	...	...	...	...	...	28	(i) 53	262	...	...	...	100.00	100.00	100.00
...	151	1,786	83.89	...	6	...	2	15	...	12	18	(m) 57	158	31.25	...	100.00	65.52	100.00	95.81
101	356	7,294	100.00	...	...	...	...	...	...	...	...	(n) 7	139	...	...	...	...	(o) 46.67	82.74
92	...	1,472	2.90	...	...	...	...	...	...	59	...	...	109	...	...	37.58	...	...	19.64
258	581	9,643	44.50	...	...	...	...	4	...	...	22	(n) 2	106	13.79	...	...	100.00	25.00	37.46
...	133	798	12.63	70	...	...	322	...	...	...	...	...	...	...	...	100.00	...	...	(q) 80.30
540	...	7,004	82.07	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

† Including all open goods wagons which from their dimensions and from having wooden or iron floors covered with battens are suitable for the carriage of horses.
 § Excluding wagons with doors less than 5' 9" wide and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.
 (a) Percentage calculated on the total intermediate and third class carriages and the total composite carriages on the line, viz., intermediate and third, intermediate and brake-van, intermediate and postal, intermediate, third and postal, third and postal, and third and brake-van.
 (b) Capable of carrying 8 horses.
 (c) None of these have their floors covered with wooden battens.
 (m) Including composite carriages, viz., 6 intermediate and postal, 7 intermediate and brake-van, 1 intermediate, third and postal, 3 third and postal, and 7 third and brake-vans.
 (n) Third and postal composite carriages.
 (o) Percentage calculated on the total intermediate and postal and third and postal composite carriages on the line.
 (p) Capable of carrying 6 horses.
 (q) Percentage calculated on total third and total third and postal composite carriages on the line.

No. 11—concl'd.

adapted for military purposes, as existing on the 31st December-1897—concl'd.

NUMBER OF OPEN GOODS WAGONS SUITABLE FOR THE CARRIAGE OF ARTILLERY GUNS.‡				CARRIAGES FITTED WITH HOOKS OR RACKS.															
Med- ium or high- sided.	Ballast or low- sided.	Total carrying capacity of both kinds. Tons.	* Per- centage on en- tire stock.	NUMBER FITTED WITH										* PERCENTAGE OF NUMBER FITTED ON THE TOTAL STOCK OF EACH CLASS.					
				Hooks.					Racks.					Com- posite, first and second.	Com- posite, first and third.	Second.	Inter- medi- ate.	Com- posite, inter- mediate and third.	Third.
				Second.	Inter- mediate.	Com- posite, inter- mediate and third.	Third.	Com- posite, first and second.	Com- posite, first and third.	Second.	Inter- medi- ate.	Com- posite, inter- mediate and third.	Third.						
...	53	504	12.96	...	...	...	...	...	...	...	...	17	238	...	...	...	...	53.12	66.29
...	...	...	...	...	...	...	...	...	...	...	1	6	59	...	...	...	100.00	100.00	100.00
...	(e) 1,944	19,956	79.57	...	...	...	...	2	...	2	8	(f) 31	(g) 206	4.00	...	2.02	16.00	(h) 48.44	26.65
111	409	3,803	44.13	...	...	...	...	(i) 38	...	36	...	(j) 19	(k) 238	58.46	...	87.80	...	10.98	49.38
...	...	...	...	...	...	...	...	(m) & (n) 29	...	...	...	(o) 16	465	...	100.00	...	...	100.00	74.04
...	60	1,020	13.79	...	...	...	...	...	...	...	...	...	73	...	...	...	...	...	100.00
...	286	1,790	40.45	...	...	...	...	(r) 11	(s) 5	12	...	...	(t) 311	26.19	100.00	25.00	...	...	86.15
...	66	391	22.68	...	...	...	...	24	...	10	30	(v) 23	153	77.42	...	100.00	93.75	88.46	92.73
...	2	12	16.67	...	1	(x) 7	30	5	...	4	...	2	...	100.00	...	100.00	50.00	81.82	100.00
...	...	...	...	...	...	...	...	...	...	...	2	1	14	...	...	...	100.00	100.00	100.00
...	...	...	...	...	3	...	...	...	...	...	...	(y) 2	12	100.00	...	...	...	100.00	80.00
294	70	2,361	56.28	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	22.22
...	40	244	100.00	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	4.08

‡ Including all covered goods wagons which from their dimensions and from having wooden or iron floors covered with battens, are suitable for the carriage of horses.

§ Excluding wagons with doors less than 5' 9" wide, and those with sides higher than 2' 4" from floor level, where the doors are less than 6' 1" wide.

(a) Including 2 third and postal and 14 third and brake-van composite carriages.

Of the 14, 6 are bogies.

(p) Capable of carrying 4 horses each.

(q) Including 76 bogie carriages.

(r) Bogie carriages.

(s) Second and third class composite carriages.

(t) Including 37 bogie carriages.

(u) Breast bars not fitted nor their floors covered with battens, but from their dimensions are suitable for the carriage of horses.

(v) Four horses can be carried in each of 173 wagons and 4 ponies in each of the remainder.

(w) Including 3 third and postal and 3 third and brake-van composite carriages and 1 prison van.

(x) Including 2 third and postal composite carriages.

(y) Including 1 intermediate and postal composite carriage.

(z) Capable of carrying 2 horses each.

(aa) Six of these are cattle trucks.

STATEMENT No. 12.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1897.

Classification No.	RAILWAY (INCLUDING BRANCH LINES WORKED.)	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES.										REMARKS.
		Locomotives.		Vehicles.*			Number of miles run by trains fitted or partially fitted.	Total train- mileage of all descrip- tions.	Proportion per cent.			
		Fitted	Not fitted.	Braked.	Piped.	Not fitted.			Of locomo- tives fitted on total.	Of vehicles braked or piped on total.	Of mile- age run by trains fitted or partially fitted on total train- mileage.	
	STANDARD GAUGE.											
	State lines worked by companies.											
I	EAST INDIAN . . .	89	541	897	128	10,706	2,103,027	13,206,958	14.13	8.74	15.92	
II	BENGAL CENTRAL . .	...	23	...	...	593	...	406,370	...	...	...
III	BENGAL-NAGPUR . .	...	118	...	34	3,795	...	1,800,272	...	0.89	...	
IV	INDIAN MIDLAND . .	66	59	108	23	2,426	348,867	1,756,824	52.80	5.12	19.86	
	State lines worked by the State.											
XI	NORTH WESTERN . .	412	210	2,006	183	10,803	2,908,459	9,107,303	66.24	16.85	31.94	
XIII	ODDH AND ROHIL- KHAND . . .	40	(a) 126	302	18	4,719	421,210	2,296,607	24.10	6.35	18.34	(a) Including 17 lo- comotives fitted with Westing- house brakes.
XIV	EASTERN BENGAL . .	35	69	206	82	2,260	806,930	2,032,187	33.65	11.30	39.71	
XV	CALCUTTA PORT COM- MISSIONERS' . . .	...	8	...	...	372	...	(b)	...	...	...	(b) Information not available.
XVI	EAST COAST . . .	12	45	5	...	1,722	(c)	1,017,891	21.05	0.29	...	(c) Brakes not brought into use.
	Lines worked by guaranteed com- panies.											
XVIII	GREAT INDIAN PENIN- SULA . . .	180	425	1,316	...	8,286	3,817,104	9,096,798	29.75	13.71	36.46	
XIX	BOMBAY, BARODA AND CENTRAL INDIA . .	89	73	421	54	4,289	1,130,897	2,848,067	54.94	9.97	39.71	
XX	MADRAS . . .	31	135	199	43	3,533	271,567	2,647,436	18.67	6.41	10.26	
	Line owned by native state and worked by company.											
XXXII	THE NIZAM'S GUARAN- TEED STATE . . .	...	50	20	...	968	(b)	909,620	...	2.02	...	
	TOTAL STANDARD GAUGE.	954	1,882	5,480	565	54,472	11,303,061	47,126,333	33.64	9.99	23.99	

* Excluding cranes.

STATEMENT No. 12—concl'd.

Locomotives and vehicles fitted with automatic vacuum brakes on the standard and metre gauge railways on the 31st December 1897—concl'd.*

Classification No.	RAILWAY. (INCLUDING BRANCH LINES WORKED).	NUMBER OF LOCOMOTIVES AND VEHICLES FITTED WITH AUTOMATIC VACUUM BRAKES										REMARKS.
		Locomotives.		Vehicles.†			Number of miles run by trains fitted or partially fitted.	Total train- mileage of all descrip- tions.	Proportion per cent.			
		Fitted.	Not fitted.	Braked.	Piped.	Not fitted.			Of locomo- tives fitted on total.	Of vehicles braked or piped on total.	Of mile- age run by trains fitted or partially fitted on total train- mileage.	
	METRE GAUGE.											
	State lines worked by companies.											
XXXIX	BENGAL AND NORTH- WESTERN . . . . .	...	110	...	...	3,644	...	2,143,555	...	...	...
XLI	RAJPUTANA-MALWA . .	...	426	...	...	8,590	...	5,204,563	...	...	...
XLIII	SOUTHERN MAHRATTA . .	...	(a)219	...	...	(b)5,596	...	4,113,221	...	...	...	(a) Excluding the tender of a con- demned engine, and 3 locomotives fitted with West- inghouse brakes.
XLVI	SOUTH INDIAN	24	181	99	40	4,108	5,12,175	3,640,615	11·71	3·27	14·07	(b) Including 18 vehicles fitted with Westinghouse brakes and 1 with pipe.
XLVIII	ASSAM-BENGAL	44	9	141	...	1,093	(c)	400,079	83·02	11·43	...	
XLIX	BURMA . . . . .	...	147	...	...	4,243	...	2,806,804	...	...	...	(c) Brakes not brought into use.
	State line worked by the State.											
L	EASTERN BENGAL—											
	NORTHERN AND BE- HAR SECTIONS (in- cluding the Kaunia- Dharla, 2' 6" gauge, branch)	13	66	121	26	2,297	203,498	1,451,973	16·45	6·01	14·02	
	DACCA SECTION . . . . .	...	12	...	...	323	...	209,896	...	...	...
	Assisted com- panies.											
LIII	DEOGHUR . . . . .	...	3	...	...	20	...	13,394	...	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	...	27	...	...	834	...	471,299	...	...	...
LV	BENGAL DOOARS . . . . .	...	4	...	...	132	...	61,415	...	...	...
LVI	DIBRU-SADIYA . . . . .	...	18	...	...	862	...	210,682	...	...	...
	Lines owned and worked by native states.											
LXIX	JODHPUR-BICKANEER . .	...	17	...	...	301	...	331,160	...	...	...
LXXI	BHÁVNAGAR-GONDAL- JUNÁGAD-PORBANDAR.	...	33	...	...	1,120	...	587,258	...	...	...
LXXIII	JÁMNAGAR . . . . .	...	...	...	...	123	...	30,143	...	...	...
	TOTAL METRE GAUGE*.	81	1,272	361	66	33,291	715,673	21,726,055	5·98	1·27	3·29	

* Excluding the West of India Portuguese railway for which information is not available.

† Excluding cranes.

STATEMENT No. 13.

Number of carriages fitted with retiring accommodation for females on the 31st December 1897 in accordance with section 64 of Act IX, 1890.

Classification No.	RAILWAY.	Intermediate class.	Third class.	Total.	REMARKS.
STANDARD GAUGE.					
State lines worked by companies.					
I	EAST INDIAN	38	61	99	
II	BENGAL CENTRAL	3	5	8	
III	BENGAL-NÁGPUR . . . . .	...	20	20	
IV	INDIAN MIDLAND . . . . .	...	20	20	
State lines worked by the State.					
XI	NORTH WESTERN	90	(a)106	196	(a) Of these, 27 are bogie carriages.
XIII	ODDH AND ROHILKHAND	6	36	42	
XIV	EASTERN BENGAL	5	(b)22	27	(b) Including 16 intermediate and third class composites.
XVI	EAST COAST	(c)6	(d)12	18	(c) Three of these are third and intermediate composites with bath-rooms, and in the remaining three, three-fourths is intermediate with bath-rooms, and one-fourth is postal.
Lines worked by guaranteed companies.					
XVIII	GREAT INDIAN PENINSULA . . . . .	...	120	120	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	6	15	21	(d) In each of two of these one-sixth is postal.
XX	MADRAS . . . . .	...	48	48	
XXXII	THE NIZAM'S GUARANTEED STATE . . . . .	...	16	16	
METRE GAUGE.					
State lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	}	32	32	
	COMPANY'S SECTION				
XL	LUCKNOW-BAREILLY SECTION (ROHILKHAND AND KUMAON).	(e)5	...	5	(e) Composite intermediate and third class carriages with latrine accommodation in both compartments.
XLI	RAJPUTANA-MALWA . . . . .	...	65	65	
XLIII	SOUTHERN MAHRATTA	}	(f)57	57	(f) Of these, 7 are bogie carriages.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)				
XLVI	SOUTH INDIAN . . . . .	...	(g) 44	44	(g) Including 10 third class carriages on bogie frame.
XLVIII	ASSAM-BENGAL . . . . .	...	4	4	
XLIX	BURMA	(h)5	30	35	(h) Bogie second and third class composite carriages.
State line worked by the State.					
L	EASTERN BENGAL—				
	NORTHERN AND BEHAR SECTIONS (including the Kauma-Dharila, 2' 6" gauge, branch).	21	(i) 26	47	(i) Including 6 intermediate and third class composites.
	DACCA-SECTION . . . . .	...	(j) 6	6	(j) Including 4 intermediate and third class composites.
Assisted companies.					
LIII	DEOGHUR . . . . .	...	(k) 1	1	(k) One compartment of a composite carriage.
LIV	ROHILKHAND AND KUMAON (COMPANY'S SECTION)	(l)3	...	3	(l) Composite intermediate and third class carriages with latrine accommodation in both compartments. The intermediate halves of two carriages have been set apart for the use of the Postal department.
LVI	DIBRUG-SADIYA . . . . .	...	9	9	
Lines owned and worked by native states.					
LXIX	JODHPORE-BICKANEER—				
	JODHPORE SECTION	}	10	10	
	BICKANEER SECTION				
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	}	14	14	
LXXII	JETALSAR-RÁJKOT				
LXXIII	JÁMNAGAR				
SPECIAL GAUGE.					
Assisted company.					
LXXXI	DARJEELING-HIMALAYAN (2' 0") . . . . .	...	2	2	

CHAPTER VII.

Capital.

The total capital outlay on Indian railways up to the 31st December 1897, including lines under construction and survey, etc., *adopted for administrative purposes* in this report (*vide* statement No. 17, as also those in paragraphs 13 and 14 of chapter VIII), is Rs. 2,85,21,17,840, allocated as follows :

	Rs.	£
State railways— <i>vide</i> details on pages 88 to 92	1,70,42,17,465	
State lines leased to companies, pages 96 and 97	38,22,46,617	28,762,001
Guaranteed railways pages 96 and 97	50,70,97,639	46,482,455
Assisted companies*	10,92,14,135	
Native state lines pages 93 to 95	12,38,52,523	
Foreign lines†	1,75,01,793	
	<hr/>	
	2,84,41,30,172	
Surveys page 92	49,11,956	
Collieries page 92	30,75,712	
	<hr/>	
	2,85,21,17,840	

The figures for state railways do not include indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue. In the case of the lines which have been acquired by the State from guaranteed railway companies, the figures are based on the purchase money (including *premia*) converted at the rate of £1=10 rupees *plus* outlay incurred by the State since the date of purchase.

For the state lines leased to companies and the guaranteed railways, the conversion of rupee outlay into sterling is made at the rates of exchange applicable in each case under the respective contracts.

For *statistical purposes*, however, *i.e.*, all statements, etc., except those referred to above, it is necessary to base results on the actual expenditure incurred in the construction of railways. The outlay on open lines, including steam-boat service and suspense accounts, on this basis, to the 31st December 1897, *viz.*, Rs. 2,59,57,39,009, is given in statement No. 22 on pages 102 to 104 and represents, in the case of lines which have been acquired by the State from guaranteed railway companies, the capital expenditure by companies in rupees up to the date of purchase *plus* subsequent outlay by the State.

	Rs.
* As per details on pages 102 to 104	5,46,94,940
Add—South Behar railway (under construction)	62,72,347
Hardwar-Dehra (under construction)	1,96,017
Tapti Valley railway (under construction)	20,96,294
Bengal and North-Western railway (Company's section) (including lines under construction)	4,09,63,963
Rohilkund and Kumaon (Company's section) (under construction)	7,056
Bengal Dooars (under construction)	72,151
Brahmaputra-Sultanpur (under construction)	2,02,919
Mymensingh-Jamalpur-Jagannathganj railway (under construction)	3,54,688
Sagowlie-Bhaksaul railway (under construction)	6,68,783
Nilgiri railway (under construction)	36,84,977
	<hr/>
TOTAL	10,92,14,135

† As per details on page 104	1,69,08,711
Add—Karaikkal Peralam railway (under construction)	5,93,082
	<hr/>
TOTAL	1,75,01,793

The total difference between the two methods of stating the capital outlay of the acquired railways amounts to Rs. 8,09,36,979. Details for each railway will be found at foot of pages 88 and 89.

2. Up to the 31st December 1897, the total amount of sterling capital raised by the various guaranteed railway companies was £46,512,239, and for state lines leased to companies, £28,741,207, or in all £75,253,446 as under :

STATEMENT NO. 14.

Guaranteed railways.

Particulars.	XVIII.	XIX.	XX.	TOTAL.
	Great Indian Peninsula railway.	Bombay, Baroda and Central India railway.	Madras railway.	
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4½ per cent. . . . .	...	...	999,960	999,930
Share capital @ 4½ per cent. . . . .	...	...	500,000	500,000
Debentures @ 3½ per cent. . . . .	...	788,500	100,000	888,500
Debentures @ 3 per cent.	1,068,800	800,000	332,700	1,701,500
Debentures @ 2½ per cent.	300,000	...	60,000	360,000
Debentures @ 2½ per cent.	1,602,100	819,400	505,300	2,956,800
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	60,165	28,568	7,326	96,059
TOTAL	25,732,515	9,516,768	11,262,956	46,512,239

The capital not bearing interest is made up thus—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Premium on share capital	293,449	29,568	12,039	335,056
Less—				
Discount on debenture stock	225,891	...	...	225,891
„ debentures at 2½ per cent.	7,393	1,000	4,713	13,106
Balance excess premium	60,165	28,568	7,326	96,059

STATEMENT No. 15.

State lines leased to companies:

Particulars.	II	III	IV	XL	XLIII	XLV	XLVIII	XLIX	Total.
	Bengal Central railway.	Dengal-Nágpur railway.	Indian Midland railway.	Lucknow-Bareilly section (Rohilkund and Kumaon railway.)	Southern Mahratta railway (including Bellary-Kistna railway).	Mysore section (Southern Mahratta railway.)	Assam-Bengal.	Burma.	
	£	£	£	£	£	£	£	£	£
Share capital @ 4 per cent. .	...	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent. .	500,000	...	...	...	3,500,000	...	1,500,000	...	5,500,000
Share capital @ 2½ per cent. .	...	...	...	...	...	...	...	1,836,462	1,836,462
Advances from money raised under Act 51 Vict., Cap. 5.	500,000	2,760,000	1,345,000	...	2,129,900	...	...	...	6,734,900
Debentures @ 3½ per cent. .	...	...	...	147,000	688,100	...	...	...	835,100
Debentures @ 3 per cent. .	...	1,500,000	1,000,000	...	255,000	...	500,000	...	3,255,000
Debentures @ 2½ per cent. .	...	...	171,200	...	...	...	...	...	171,200
Debentures @ 2¼ per cent. .	...	900,000	1,832,900	...	100,000	...	300,000	...	3,132,900
Debenture stock @ 4 per cent	...	...	...	...	...	1,200,000	...	...	1,200,000
Capital not bearing interest .	...	15,128	—6,825	...	30,207	24,000	13,135	...	75,645
TOTAL .	1,000,000	8,175,128	7,342,275	147,000	6,703,207	1,224,000	2,313,135	1,836,462	28,741,207

The capital not bearing interest is made up thus:—

	Bengal-Nágpur.	Indian Midland.	Southern Mahratta.	Mysore.	Assam-Bengal.	Total.
	£	£	£	£	£	£
Premium on share capital and debenture stock .	17,628	5,675	30,957	24,000	15,385	93,645
Less—Discount on debentures at 2¼ per cent. .	2,500	12,500	750	...	2,250	18,000
Balance excess premium .	15,128	—6,825	30,207	24,000	13,135	75,645

3. The following tables contain further information in detail regarding the capital transactions of the different railways:

STATEMENT No. 16.

Debenture loans on the 31st December 1897.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires	REMARKS.
	Guaranteed.	£				
XVIII	GREAT INDIAN PENINSULA	1,068,800		3	30th June 1902.	
		300,000		2½	31st December 1902	
		300,000		2½	30th June 1903.	
		300,000		2½	5th February 1904.	
		1,002,100		2½	30th June 1904.	
			2,970,900			
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	232,000		3¼	1st February 1898.	
		20,500		3¼	1st August 1898.	
		536,000		3¼	1st December 1898.	
		300,000		3	1st January 1902.	
		100,000		2½	5th May 1903.	
		149,400		2½	15th June 1903.	
		500,000		2½	10th July 1903.	
		100,000		2½	1st April 1904.	
			1,937,900			
XX	MADRAS	100,000		3¼	31st December 1898.	
		14,200		3	30th June 1899.	
		140,000		3	30th June 1900.	
		100,000		2½	31st October 1900.	
		102,200		2½	31st December 1900.	
		178,500		3	30th June 1902.	
		60,000		2¾	31st December 1902.	
		200,000		2½	31st December 1903.	
		3,100		2½	30th June 1904.	
		100,000		2½	30th June 1904.	
			998,000			
	TOTAL GUARANTEED .	...	5,906,800			
	Carried over .	...	5,906,800			

STATEMENT No. 16—concl'd.

Debenture loans on the 31st December 1897—concl'd.

Classification No.	Railway.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Brought forward	...	5,906,800			
	State lines leased to companies.					
III	BENGAL-NAGPUR	1,234,400 265,600 500,000 400,000	2,400,000	3 3 2½ 2½	18th February 1900 18th February 1902 10th July 1903. 10th May 1904.	
IV	INDIAN MIDLAND	1,000,000 1,000,000 171,200 250,000 582,900	3,004,100	2½ 3 2¾ 2½ 2½	31st December 1900. 30th June 1901. 31st December 1902. 31st December 1902. 30th June 1903.	
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON). The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3¼	1st July 1898.	
XLIII	SOUTHERN MAHRATTA	88,100 600,000 255,000 100,000	1,043,100	3½ 3¼ 3 2½	1st October 1898. 1st April 1899. 1st October 1901. 1st April 1904.	
XLVIII	ASSAM-BENGAL	500,000 300,000	800,000	3 2½	4th July 1902. 13th April 1905.	
	TOTAL STATE	...	7,394,200			
	Purchased by the State.					
I	EAST INDIAN	150,000 300,000 500,000	950,000	2½ 2½ 2½	27th July 1902. 19th June 1904. 5th March 1905.	
	GRAND TOTAL	...	14,251,000			

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.									
	Open lines.									
	I. East Indian.	V. Bhopal-Itarsi (British section.)	VI. Godhra-Rutlam-Nagdā.	VII. Wardha Coal.	VIII. Dhond-Manmā.	IX. Bezwada extension (East Coast) Stato.	X. Madras-Ennār section (Bezwada-Madras).	XXXIX. Bengal and North-Western (Tirhoot section).	XL. Lucknow-Bareilly section (Rohilkund and Kumaon).	XLI. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line . . .	37,20,00,000	...	...	...	...	...	...	...	...	...
Overdrawn capital . . .	26,45,269	...	...	...	...	...	...	...	...	...
Preliminary expenses . . .	2,49,403	...	1,80,422	91,642	1,28,698	15,319	2,263	1,83,608	1,28,279	22,71,750
Land	13,85,503	...	23,695	4,745	93,834	47,109	96,569	10,91,119	1,49,359	13,31,654
Formation	18,80,119	...	60,12,858	3,02,318	9,14,803	1,83,575	36,053	10,97,932	2,98,171	72,77,678
Bridgework	81,17,331	...	41,32,971	10,51,024	22,12,654	1,55,459	33,525	41,79,569	4,79,483	2,16,27,748
Fencing, etc.	7,58,152	...	2,73,851	2,24,499	4,80,294	19,878	42,210	9,17,219	95,675	29,58,436
Electric telegraph . . .	...	...	4,065	...	...	...	3,142	14,026	...	...
Ballast and permanent-way .	1,68,35,617	...	46,79,747	17,51,227	50,23,477	6,20,893	2,90,949	80,90,718	22,62,741	3,72,11,791
Stations and buildings . .	85,72,639	...	13,12,398	3,69,116	9,12,828	3,08,531	60,401	32,38,243	5,06,221	1,83,83,07
Colliery works	11,23,908	...	...	...	...	...	...	...	...	...
Plant	16,49,720	...	56,708	2,19,460	1,87,833	9,464	8,653	5,83,303	1,15,281	30,78,226
Ferries	8,32,145	...	...	...	...	...	...	5,45,099	...	...
Rolling-stock	1,25,95,783	...	...	3,79,332	17,298	20,384	...	37,71,333	6,57,002	2,14,33,010
General charges	20,51,756	...	7,86,224	4,52,588	7,76,472	1,17,275	18,853	13,65,568	3,06,580	83,44,618
Suspense accounts	1,11,01,534	...	...	...	12,072	...	...	2,65,454	...	32,74,064
Exchange . . . . .	...	...	...	1,90,918	6,56,990	...	...	7,84,690	42,150	50,75,830
Deduct—										
Receipts on capital account.	9,13,691	...	11,678	40,544	15,719	2,472	...	91,290	9,803	2,76,053
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc.	91,18,159	...	...	...	...	...	...	...	...	...
TOTAL	43,17,67,029	* 22,97,134	1,74,56,261	49,96,325	1,14,06,534	14,95,418	5,92,618	2,60,41,591	51,21,139	13,19,94,793

* Excluding Rs. 60,570 incurred on surveys of the Bhopal-Itarsi railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1897, including liabilities on that date and law charges debitable to Government
‡ The total outlay is made up of Rs. 35,21,09,863 on commercial section and Rs. 14,27,35,519 on military section.

	East Indian.	South Indian.
§ Total cost to the State in acquiring guaranteed lines plus subsequent outlay	Rs.	Rs.
Deduct—Purchase of line and "Overdrawn capital" as shown above	43,17,67,029	8,33,80,017
Less—Undrawn capital at the time of purchase	37,46,46,269	6,69,25,670
	...	—21,299
Add—Outlay incurred by the guaranteed companies to the time of purchase	5,71,21,760	2,64,78,743
Total expenditure incurred on construction of line to the 31st December 1897 (2)	33,95,14,632	5,01,63,115
Difference between (1) and (2)	30,66,36,412	7,66,46,858
	3,61,30,557	67,32,169

No. 17.

appropriated to the various undertakings to the 31st December 1897.

BY COMPANIES.									STATE LINES WORKED BY THE STATE.				
METRE GAUGE.									STANDARD GAUGE.				
Open lines.						Under construction.			Open lines.				
XLII. Palampur- Deesa (British section).	XLIV. Guntakal- Mysore frontier.	XLVI. South Indian.	XLVII. Máya- ram- Mutapet.	XLIX. Burma.	Bellary- Kistna.†	XXXIX. Bengal and North- Western (Tirhoot section exten- sions).	XLVIII. Assam- Bengal.	XLIX. Burma (Man- dalay- Kunlon section).	XI. North Western.†	XII. Hydera- bad Shadi- palli.	XIII. Oudh and Rohilkhand	XIV. Eastern Bengal.	XV. Calcutta Port Commis- sioners'.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	5,69,25,570	...	...	...	...	...	...	14,00,91,244	...	10,33,60,490	4,41,55,749	...
...	...	...	...	...	...	...	...	...	28,70,470	...	...	4,24,483	...
...	59,327	4,79,451	16,171	11,46,536	2,24,761	33,648	...	3,85,058	32,74,314	36,350	76,218	1,35,778	28,444
...	23,270	3,87,484	1,79,133	11,32,072	83,002	3,48,216	...	2,050	27,20,417	25,365	2,45,068	25,08,616	41,44,509
...	7,83,879	30,53,112	2,42,935	97,80,980	32,25,779	1,36,165	...	4,08,636	5,50,99,078	1,39,768	5,04,974	11,54,862	4,25,932
...	20,32,615	64,93,668	8,46,725	1,21,03,216	19,50,678	6,94,513	...	68,495	8,29,16,305	2,75,131	40,26,471	23,44,358	4,25,443
...	56,997	2,43,558	80,018	27,68,610	1,04,683	3,775	...	113	37,72,278	18,987	4,70,240	3,95,757	52,021
...	1,345	26,088	2,536	9,238	...	...	...	...	1,71,957	...	...	...	...
...	18,24,260	65,58,631	6,72,051	2,06,46,247	28,64,839	5,21,330	...	1,85,017	9,23,33,874	10,01,965	48,31,256	1,02,85,711	9,11,628
...	4,72,850	22,47,260	2,14,281	74,66,544	12,81,829	5,699	...	1,14,411	2,80,76,575	1,69,774	18,40,910	43,44,185	3,67,919
...
...	23,579	4,42,812	13,873	14,92,460	7,49,875	309	...	...	83,10,550	19,519	70,770	4,54,044	...
...	...	...	...	6,91,823	...	67,064	...	...	5,96,312	26,907	...	3,31,465	...
...	6,14,458	55,50,201	...	1,03,88,236	8,15,118	6,32,065	...	2,71,146	1,11,31,901	3,577	17,56,413	53,95,408	7,13,975
...	...	22,52,894	2,74,126	65,46,966	15,74,427	2,71,830	...	3,57,029	2,13,63,329	1,17,521	4,73,455	14,05,122	8,734
...	...	23,98,372	...	...	32,29,347	23,46,071	...	...	98,56,666	...	21,19,561	26,90,404	...
...	...	2,42,360	...	12,50,610	4,91,090	...	...	...	94,55,880	...	...	2,24,460	...
...	82	...	...	2,17,933	20,012	2,187	...	370	25,64,117	68	1,75,985	2,34,412	...
...	...	30,26,434	...	...	...	...	...	...	48,56,651	...	33,02,053	7,27,880	...
2,33,264	50,02,493	8,33,80,017	24,91,854	7,52,00,631	1,65,78,416	50,53,507	3,13,66,223	17,91,585	19,61,45,382	18,37,796	11,62,97,798	7,62,88,110	70,78,605

omit this expenditure from the capital account of the railway.
after the transfer of the line.

North Western.

Rs.
49,51,45,382
14,29,61,714
...
35,21,83,663
12,37,10,012
47,58,93,680
1,02,51,702

Oudh and Rohilkhand.

Rs.
11,62,97,793
10,33,60,490
—8,41,463
...
1,37,78,767
9,16,17,613
...
10,53,96,410
1,09,01,383

Eastern Bengal.

Rs.
7,62,88,110
4,45,80,233
...
3,17,07,878
3,66,60,469
...
6,73,67,067
69,20,143

TOTAL.

Rs.
1,20,28,78,346
72,24,73,275
—8,65,765
...
49,12,70,816
61,93,70,541
...
1,12,19,41,357
8,09,36,979

(a) Expenditure charged to Part I of the Capital account, Rs. 33,06,824 and to Part II, Rs. 2,90,59,309. Details of the latter amount cannot be given.
(b) Outlay to the 31st August 1896; subsequent outlay included in statement No. 19.

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED BY THE STATE—contd.										
	STANDARD GAUGE—concl'd.										
	Open lines —concl'd.	Under construction.									
		XVI. East Coast.	XI. North Western.			Jullundur Hoshiar- pur. (a)	Ludhiāna- Feroze- pore. (a)	XIII. Oudh and Rohil- khand (Rae Bareilly- Benares).	XIV. Eastern Bengal (Rajbāri Faridpur).	XVI. East Coast (Gōdāvari bridge)	XVII. Bezawada- Madras (Ennūr- Bezawada section).	Agra- Delhi chord. (a)
Māri- Attock.	Indus Bridge.	Lyallpur Khano- wal.	Rs.	Rs.	Rs.						
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line . . . . .	...	...	...	...	...	...	...	...	...	...	...
Overdrawn capital . . . . .	...	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	3,49,717	3,79,152	31,227	...	...	...	...	...	...	...	...
Land	16,07,613	1,94,778	73,418	...	15,512	28,312	1,85,555	713	31,940	1,44,949	...
Formation	59,66,452	49,81,823	1,04,456	23,145	...	...	3,47,665	36,310	2,426	12,04,38	...
Bridgework	1,33,41,296	37,42,383	4,76,361	18,428	...	...	7,81,419	21,607	2,40,615	32,37,699	...
Fencing, etc.	3,88,116	2,446	5,131	568	...	...	1,53,046	18	71	27,898	...
Electric telegraph . . . . .	...	...	...	...	...	...	...	...	...	...	...
Ballast and permanent-way	1,79,54,786	12,93,014	88,475	2,06,838	...	...	30,41,245	4,552	36,961	48,61,100	...
Stations and buildings	30,40,075	1,69,706	1,887	54,086	...	...	5,43,948	17,012	...	1,60,184	...
Colliery works . . . . .	...	...	...	...	...	...	...	...	...	...	...
Plant	9,48,169	2,734	1,78,046	...	...	...	1,468	757	...	...	...
Ferries	4,86,495	...	...	...	...	...	...	...	...	...	...
Rolling-stock	74,23,198	7,000	...	...	...	...	1,22,720	...	...	26,251	...
General charges	35,60,501	7,99,598	1,33,465	22,824	...	...	3,07,369	6,938	1,41,360	10,55,392	4,464
Suspense accounts	15,52,814	13,51,551	3,57,924	2,12,252	...	...	12,05,994	...	4,35,088	30,55,036	...
Exchange . . . . .	...	...	...	...	...	...	...	...	...	...	...
Deduct—											
Receipts on capital account	59,238	14,478	1,185	...	...	...	1,011	...	1,604	7,196	...
Deduct—											
Value of assets made over to un- dertakings, sale proceeds of surplus stores, dismantled buildings, etc . . . . .	...	...	...	...	...	...	...	...	...	...	...
TOTAL	5,65,59,994	1,29,14,707	14,49,228	5,38,141	15,512	28,312	67,45,262	1,25,072	8,85,060	1,41,88,398	12,086

(a) Commencement of work was not authorised at the end of 1897.

No. 17—contd.

appropriated to the various undertakings to the 31st December 1897—contd.

STATE LINES WORKED BY THE STATE—contd.						UNCLASSIFIED EXPENDITURE.						
METRE GAUGE.					SPECIAL GAUGE.							
Open lines.			Under construction.		Open line.							
L. Eastern Bengal.		LI. Cawnpore-Burhwal (metro gauge link).	L. Eastern Bengal (Teesta bridge).	LII. Shadi-palli-Balotra (British section).	LXXX. Jorhat (2' 0").	Frontier railway reserve material.	Peshawar railway reserve material.	Southern Mahratta.	Bilaspur-Etawah survey.	Viragapatam-Raipur†.	Ranaghat-Bhagwan-gola†.	Nagpur-Chattisgarh depreciation account.
Northern and Behar sections (including the Kaimia-Dharila, 2' 6" gauge, branch).	Dacca section.											
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...
...
1,97,091	1,27,793	31,729	200	...	388	...	...	...	75,132	2,45,035	83,816	...
13,31,546	5,32,185	58,759	...	...	6,131	...	...	...	...	...	1,01,972	...
...
34,16,264	6,98,127	1,37,609	2	564	81,469	...	...	...	...	...	90,698	849
77,81,404	5,90,702	2,65,770	43,560	...	65,245	...	...	...	...	...	...	1,46,235
10,98,604	1,03,963	1,07,082	...	...	2,999	...	...	...	...	...	...	...
...
1,05,61,501	17,79,739	12,09,513	1	...	3,16,748	...	...	...	...	...	...	2,83,197
44,90,593	12,74,808	3,60,147	...	...	89,452	...	...	...	...	...	...	23,726
...
12,27,629	2,18,981	4,736	750	...	56,039	...	...	...	...	...	546	2,718
9,91,824	...	...	...	...	...	...	...	...	...	...	...	...
...
59,52,126	7,54,950	...	...	...	1,94,449	...	...	...	...	...	...	2,00,275
30,43,924	3,63,574	1,02,987	...	972	41,218	33,415	...	...	...	...	25,631	...
...	...	...	...	...	51,371	43,57,731	3,67,759	...	...	...	...	...
11,46,540	3,06,530	...	...	...	...	...	...	...	...	...	...	...
...
2,74,856	10,416	765	...	...	3,124	22	...	...	...	...	263	12
...
...
4,09,10,193	67,45,911	22,77,567	44,513	1,536	9,02,115	43,91,154	3,67,759	5,27,070	75,132	2,45,035	3,62,450	6,57,063

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.

† In abeyance.

Expenditure in England and in India on Indian state railways

Classification of expenditure.	UNCLASSIFIED EXPENDITURE—concl'd.			TOTAL STATE LINES.	SURVEYS (EXCLUDING ABANDONED SURVEYS.)			COLLIERIES.*			GRAND TOTAL STATE LINES, SURVEYS AND COLLIERIES.
	Petroleum operations, Baluchistan.	Stores suspense balances.	Patri. †		Surveys in progress.	Surveys completed.	Total.	Warora.	Umaria.	Total.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Purchase of line . . . . .	...	...	...	71,65,33,053	...	...	...	...	...	...	71,65,33,053
Overdrawn capital . . . . .	...	...	...	59,40,222	...	...	...	...	...	...	59,40,222
Preliminary expenses	1,12,024	...	...	1,10,11,235	2,37,409	46,61,571	48,98,980	...	...	...	1,59,10,215
Land . . . . .	...	...	...	2,06,38,968	...	...	...	...	...	...	2,06,38,968
Formation . . . . .	...	...	...	11,00,51,879	...	...	...	...	...	...	11,00,51,879
Bridgework . . . . .	...	...	...	18,74,36,419	...	...	...	...	...	...	18,74,36,419
Fencing, etc. . . . .	...	...	...	1,55,82,193	...	...	...	...	...	...	1,55,82,193
Electric telegraph . . . . .	...	...	...	2,32,397	...	...	...	...	...	...	2,32,397
Ballast and permanent-way . . . . .	...	...	...	26,14,97,562	...	...	...	...	...	...	26,14,97,562
Stations and buildings	7,174	...	...	9,05,91,491	...	...	...	...	...	...	9,05,91,491
Colliery works . . . . .	...	...	...	11,23,908	...	...	...	11,12,802	4,83,404	15,96,206	27,20,114
Plant . . . . .	...	...	...	2,01,29,012	...	...	...	2,55,676	5,01,080	7,56,756	2,08,85,768
Ferries . . . . .	...	...	...	45,72,134	...	...	...	...	...	...	45,72,134
Rolling-stock . . . . .	...	...	...	12,13,27,639	...	...	...	26,491	27,634	64,125	12,13,91,764
General charges . . . . .	...	...	...	5,85,09,128	...	...	...	8,615	66,275	74,890	5,85,84,018
Suspense accounts . . . . .	...	5,63,284	...	5,08,04,349	15,735	612	16,347	4,53,012	1,20,518	5,73,530	5,13,94,226
Exchange . . . . .	...	...	...	1,98,68,048	...	...	...	12,042	60	12,102	1,98,80,150
Deduct—											
Receipts on capital account	11	2,520	...	49,53,111	3	3,368	3,371	1,806	91	1,897	49,58,379
Deduct—											
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, etc. . . . .	...	...	...	2,19,11,177	...	...	...	...	...	...	2,19,11,177
Deduct—											
Contribution towards the construction of the Bhopal-Itarsi and Palanpur-Dessa railways by the Government of India . . . . .	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1,19,187	5,60,761	8,08,403	1,70,42,17,465	2,53,141	46,53,815	49,11,956	18,66,832	12,08,860	30,75,712	1,71,22,05,183

* The expenditure on collieries is included in this statement as it has been charged to railway grants.
 † The expenditure on the Patri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, Baroda and Central India railway in the statement on page 102.

‡ Deducting the total difference (Rs. 8,69,36,979) shown in foot note † on page 69, the figures are Rs. 1,62,32,80,466.

No. 17—*contd.**appropriated to the various undertakings to the 31st December 1897—contd.*

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.

STANDARD GAUGE.										METRE GAUGE.	
Open lines.										Open lines.	
XXVII Khamgaon.	XXVIII Amráoti.	XXIX Bina-Gooná.	XXX Bhopal- Ujjain.	XXXI Bhopal- Itárái (Native state section).	XXXII The Nizam's Guarant- eed State.	XXXIII Nágda- Ujjain.	XXXIV The Gach- war's Petlúd.	XXXV Kolar Gold- fields.	XXIX Bina-Gooná (Gooná-Bara section)	XLII Páimpur-Deesa (Native state section).	LXIII The Gach- war's Mehsana.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	2,30,30,382	...	...	...	...	...	...
...
369	11,799	57,631	94,758	...	1,88,029	10,938	7,991	6,268	84,589	1,973	10,066
1,116	2,450	...	2,771	15,667	...	...	..	13,402	1,779	...	...
44,036	20,377	4,59,092	8,07,061	15,90,295	14,64,456	1,77,042	94,059	2,34,708	7,73,412	64,414	3,04,742
57,808	62,106	10,77,016	17,26,531	18,63,017	11,81,185	4,56,296			3,83,159	50,429	5,71,256
7,366	11,699	2,33,072	72,636	2,03,951	1,93,633	11,388			4,182	10,037	58,933
...	...	...	28,534	407	...	603	...	...	720	...	...
10,958	2,43,889	23,86,782	37,17,827	23,16,893	65,80,014	13,33,832	4,33,413	3,89,585	2,64,247	2,09,667	16,81,725
53,602	52,372	2,60,858	3,72,715	8,45,145	19,33,222	61,062	1,70,648	99,316	24,215	51,175	4,22,866
...
3,503	3,016	6,618	17,508	43,095	5,06,994	1,228	...	6,616	591	6,672	33,139
...
11,669	8,641	22,259	...	55,651	41,82,096	...	...	...	...	...	16,026
31,967	29,709	4,18,296	6,95,840	3,62,124	11,17,252	1,67,530	88,294	39,557	2,29,133	14,897	1,65,147
...	6,387	...	...	...	5,82,781	...	11,464	51,622	21,37,073	...	...
...
244	...	...	...	4,111	...	...	...	...	1,103	...	...
...
...	...	...	...	22,97,134	...	...	...	...	...	2,38,264	...
22,150	4,52,445	49,21,624	75,36,181	50,00,000	4,09,60,944	22,19,919	7,55,769	7,91,074	38,51,997	1,85,000	32,63,909

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concld.								LINES OWNED BY AND WORKED RAILWAY	
	METRE GAUGE—concld.						SPECIAL GAUGE.		STANDARD GAUGE.	
	Open lines—concld.			Under construction.			Open lines.		Open lines.	
	LXIV Kolhapur.	LXV Yessantpur- Mysore frontier.	LXVI Mysore-Nan- jangad.	LXVII Birur-Shimoga.	LXVIII Hyderabad- Goddavari Valley	LXXXVIII The Gickwar's Dabhoi (2' 6").	LXXXIV Rajpith (2' 6").	XXXVI Lajpura- Bistinda.	XXXVII Jammu and Kashmir (Native state section).	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Purchase of line . . .	...	...	...	...	...	...	...	...	...
Overdrawn capital . . .	...	...	...	...	...	...	...	...	...
Preliminary expenses . . .	13,858	66,466	15,210	16,137	3,05,126	...	...	...	...
Land	29,203	25,085	3,005	212	...	36,926	13,522	59,422	23,934	
Formation	2,68,591	5,46,850	1,31,407	2,26,425	5,51,330	4,00,406	1,28,280	2,75,962	31,955	
Bridgework	11,22,518	5,16,629	81,805	30,392	98,328		2,25,075	5,39,661	1,35,429	
Fencing, etc.	41,668	65,217	26,473	...	155		5,511	2,03,993	2,176	
Electric telegraph . . .	...	...	...	...	...	63	...	...	13,76	
Ballast and permanent- way.	4,91,138	8,56,303	2,43,693	12,619	4,918	9,52,606	1,66,560	41,56,204	5,70,755	
Stations and buildings . .	2,29,257	1,22,216	57,390	14,095	1,33,674	2,59,935	56,110	10,67,665	1,18,362	
Colliery works . . . . .	...	...	...	...	...	...	...	...	...
Plant	7,059	35,846	5,651	10,765	3,182	8,117	5,517	82,242	5,336	
Ferries . . . . .	...	...	...	...	...	...	...	...	...
Rolling-stock . . . . .	...	...	...	...	...	2,80,276	1,16,198	...	...
General charges	1,21,485	1,43,878	39,931	58,416	4,88,823	1,40,199	36,768	2,69,610	60,111	
Suspense accounts . . . .	...	72,767	21,199	2,63,344	1,01,827	29,746	2,191	1,111	...	
Exchange . . . . .	...	...	...	...	...	...	...	...	...
Deduct—	...	...	...	...	...	...	...	...	...
Receipts on capital ac- count.	...	1,607	...	172	13,281	...	...	5,116	...	
Deduct—	...	...	...	...	...	...	...	...	...
Value of assets made over to undertakings, sale proceeds of sur- plus stores, dismant- led buildings, etc. . . .	...	...	...	...	...	...	...	...	...
Deduct—	...	...	...	...	...	...	...	...	...
Contribution towards the construction of the Bhopal-Itarsi and Palampur-Deesa rail- ways by the Govern- ment of India . . . . .	...	...	...	...	...	...	...	...	...
TOTAL	23,24,807	24,79,210	6,34,764	6,27,263	17,64,352	21,08,574	7,55,792	66,96,451	9,65,10	

No. 17—concl'd.

Appropriated to the various undertakings to the 31st December 1897—concl'd.

NATIVE STATES BY STATE AGENCY.		LINES OWNED AND WORKED BY NATIVE STATES.										TOTAL NATIVE STATES.
SPECIAL GAUGE.		METRE GAUGE.								SPECIAL GAUGE.		
Open line.	Under construction.	Open lines.						Under construction.		Open line.	Under construction.	
		LXIX Jodhpore-Bikaner.		LXX Oodeypore- Chitor.	LXXI Bhāvnagar- Gondal- Junāgad- Porbandar.	LXXII Jetalgar- Rajkot.	LXXIII Jāmnagar.	LXXIV Jeypore.	LXXV Dhārān- gadra.			
LXXXVI Cooch Behar (2' 6").	LXXXVI Cooch Behar (2' 6").	Jodhpore section.	Bikaner section.							LXXXVII Morri (2' 6").	LXXXVIII Gwalior- Sipri.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	2,30,30,382
...
9,764	27	45,564	7,826	7,321	1,19,442	14,238	19,168	33,457	5,830	18,134	10,766	13,56,549
10,731	1,605	1,621	...	...	58,412	15,127	...	...	...	1,171	...	2,29,851
93,296	17,045	3,63,751	81,424	1,57,552	17,16,371	2,44,962	2,38,221	...	...	6,96,383	66587 131 ...	2,94,69,339
97,350	74,676	2,21,993	5,673	1,55,986	43,48,875	2,30,045	5,01,443	...	...	
1,000	265	2,675	338	9,735	84,647	67,108	32,615	...	...	
...	...	1,16,051	15,747	...	11,774	...	...	...	...	...	...	1,87,660
2,79,475	25,894	52,92,883	6,81,990	8,10,297	50,49,194	6,81,651	7,92,908	...	...	11,41,944	5,521	4,20,54,315
48,594	6,618	3,80,744	64,733	1,17,543	24,54,335	1,91,652	1,82,074	...	...	48,759	2,015	99,02,927
...
11,608	40	56,888	5,939	12,175	3,39,171	15,609	27,215	...	...	14,510	5,000	12,81,540
3,618	...	...	...	...	...	...	...	...	...	...	...	3,618
1,39,828	...	8,95,282	99,364	2,30,424	23,13,317	...	2,66,678	...	...	3,87,895	...	90,26,504
53,258	3,285	1,05,724	10,439	84,107	8,80,129	82,977	93,693	...	...	1,02,847	13,282	60,92,561
23,182	...	...	...	4,900	2,90,389	4,094	97,849	...	...	62,114	...	37,67,040
...
...	...	...	...	...	12,404	...	1,327	...	...	...	...	39,365
...
...	...	...	...	...	...	...	...	...	...	...	...	25,30,393
7,71,764	1,29,455	(a) 74,90,176	9,73,473	15,99,040	1,76,53,652	15,47,463	22,50,537	33,457	5,830	24,76,757	1,03,552	12,38,52,523

(a) Includes Rs. 10,27,493, outlay on length under construction.

STATEMENT

Guaranteed railways

Capital authorized to be raised for each undertaking as

Classification No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED BY THE COMPANIES UP TO THE 31st DECEMBER 1897.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest (premium).	Total.
		£	£	£	£	£
	Guaranteed.					
XVIII	GREAT INDIAN PENINSULA	20,000,000	2,970,900	(a) 2,701,450	293,449	25,965,799
XIX	BOMBAY, BARODA AND CENTRAL INDIA	7,550,300	1,937,900	...	29,568	9,517,768
XX	MADRAS	10,257,630	998,000	...	12,039	11,267,669
	TOTAL	37,807,930	5,906,800	2,701,450	335,056	46,751,236
	State lines leased to companies.					
II	BENGAL CENTRAL	500,000	(b) 500,000	...	...	1,000,000
III	BENGAL-NÁGPUR	3,000,000	1,625,000	...	8,150	4,633,150
	BENGAL-NÁGPUR EXTENSIONS . . . . .	...	775,000	...	9,478	784,478
IV	INDIAN MIDLAND	3,000,000	(c) 3,000,000	...	4,964	6,004,964
	INDIAN MIDLAND—SAUGOR-KATNI SECTION . . . . .	...	250,000	...	711	250,711
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	...	147,000	...	...	147,000
XLIII	SOUTHERN MAHRATTA	3,500,000	1,043,100	...	30,957	4,574,057
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	...	...	1,200,000	24,000	1,224,000
XLVIII	ASSAM-BENGAL	1,500,000	800,000	...	15,385	2,315,385
XLIX	BURMA	2,000,000	...	...	...	2,000,000
	TOTAL	13,500,000	8,140,100	1,200,000	93,645	22,933,745
	Grand Total	51,807,930	14,046,900	3,901,450	428,701	69,684,981

(a) This debenture stock was raised at a discount.

(b) Replaced by advances raised under Act 51 Vict., cap. 5.

(c) To be raised by the issue of shares or of debentures or otherwise.

No. 18.

and state lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1897.

AMOUNT RAISED BY THE COMPANIES AND ADVANCED BY THE SECRETARY OF STATE IN ENGLAND TO THE 31ST DECEMBER 1897.					AMOUNT RAISED IN INDIA TO THE 31ST DECEMBER 1897		Total amount raised to the 31st December 1897.	Total amount withdrawn to the 31st December 1897.
Share capital.	Debtures Cash received.	Debture stock Cash received.	Capital not bearing interest (premium).	Advances made to com- panies from money raised under Act 51 Vict., Cap 6	Share Capital.	Capital not bearing interest.		
£	£	£	£	£	£	£	£	£
19,503,103	2,963,507	(a) 2,475,559	218,520	...	496,897	74,929	25,732,515	25,601,181
7,528,628	1,936,900	...	29,568	...	21,672	...	9,516,768	9,715,104
10,257,630	903,287	...	12,039	...	...	...	11,262,956	11,136,170
37,289,361	5,893,694	2,475,559	260,127	..	518,569	74,929	46,512,239	46,482,455
500,000	...	...	...	500,000	...	...	1,000,000	920,542
3,000,000	1,624,875	...	8,150	2,760,000	...	...	(d) 7,393,025	7,655,420
...	772,625	...	9,478	...	...	...	782,103	1,827,176
3,000,000	(g) 2,741,600	...	4,961	1,345,000	...	...	7,091,564	7,132,210
...	250,000	...	711	...	...	...	250,711	523,748
...	(e) 147,000	...	...	...	...	...	(e) 147,000	(e) 303,834
3,491,540	1,043,350	...	30,923	2,129,900	8,460	34	(f) 6,703,207	(f) 6,589,376
...	...	1,200,000	24,000	...	...	...	1,224,000	1,135,612
1,500,000	797,750	...	15,385	...	...	...	2,313,135	2,065,210
1,836,462	...	...	...	...	...	...	1,836,462	608,873
13,328,002	7,376,200	1,200,000	93,611	6,734,900	8,460	34	28,741,207	28,762,001
50,617,363	13,269,894	3,675,559	353,738	6,734,900	527,029	74,963	75,253,416	75,244,156

(d) This figure does not include expenditure by the State on the Katni-Umaria section, which is equivalent to £ 377,371

(e) £147,000 sterling debtures were issued by the company in England and sold for Rs 20,34,195. This sum was paid into the Calcutta Treasury, and at the contract rate is equivalent to a sterling payment of £167,537. Expenditure in excess of this capital has been, and is being for the present, advanced in India

(f) Including capital raised for completion of the Bellary-Kistna section, and expenditure thereon from the 1st January 1893.

(g) £1,800,000 debtures were renewed at a discount of £ 12,500.

STATEMENT

Guaranteed railways

Amount received from, and withdrawn by, each company

Classification No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1896	Sums advanced to the companies on the 31st December 1896.	From the 1st		
				Amount		
				In		
				Share capital.	Debentures.	Debenture stock.
	Guaranteed.	£	£	£	£	£
XVIII	GREAT INDIAN PENINSULA . . . . .	...	137,766	...	297,618	...
XIX	BOMBAY, BARODA AND CENTRAL INDIA	61,700	...	...	...	...
XX	MADRAS . . . . .	...	235,939	...	395,512	...
	TOTAL	61,700	373,705	...	693,130	...
	State lines leased to companies.					
II	BENGAL CENTRAL	133,167	...	...	...	...
III	BENGAL-NAGPUR . . . . .	...	266,138	...	24,875	...
	BENGAL-NAGPUR EXTENSIONS . . . . .	...	252,947	...	372,625	...
IV	INDIAN MIDLAND	65,524	...	...	—12,500	...
	INDIAN MIDLAND—SAUGOR-KATNI SECTION . . . . .	...	26,389	...	...	...
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) . . . . .	...	136,306	...	...	...
XLIII	SOUTHERN MAHRATTA*	66,085	...	...	99,250	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	95,224	...	...	...	...
XLVIII	ASSAM-BENGAL . . . . .	...	32,854	140	297,750	...
XLIX	BUERMA	1,521,947	...	114,704	...	...
	TOTAL	1,881,947	714,634	114,844	782,000½	...
	GRAND TOTAL	1,943,647	1,088,339	114,844	1,475,130	...

* Including the Bellary-Kistna section.

No. 19.

and state lines leased to companies.

during the year ended the 31st December 1897.

JANUARY TO THE 31ST DECEMBER 1897.							Total received during the year ended the 31st December 1897.	Total withdrawn during the year ended the 31st December 1897.
received.				Amount withdrawn.				
England.		In India.		In England.		In India.		
Capital not bearing interest.	Advances made to companies from moneys raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, etc.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
...	334,897	5,011	—311,390	297,618	28,518
...	298,778	1,000	—9,743	...	290,035
...	72,853	2,225	—42,291	395,512	32,787
...	706,528	8,236	—363,424	693,130	351,340
...	33,819	...	19,890	...	53,709
...	13,744	...	7,388	24,875	21,132
...	474,729	...	690,022	872,625	1,164,751
...	62,376	...	11,294	—12,500	93,670
...	77,247	...	169,401	...	246,648
...	15,340	...	5,188	...	20,528
...	36,964	...	14,540	99,250	51,504
...	6,836	...	6,836
...	99,247	...	—82,136	297,890	17,111
...	109,590	...	299,472	114,704	409,062
...	943,056	...	1,141,895	896,814	2,034,951
...	1,649,584	8,236	778,471	1,689,974	2,436,251

STATEMENT No. 20.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1898.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,975	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,368,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,303	4,010,951	5,863,344
1863-64	1,416,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	-345,750	477,245
1873-74	1,028,032	-334,979	693,053
1874-75	1,174,893	-86,982	1,087,911
1875-76	1,151,585	-200,779	950,806
1876-77	1,227,846	-57,737	715,459
1877-78	1,792,483	-469,678	1,322,805
1878-79	1,786,235	-773,612	1,012,623
1879-80	1,256,417	-906,857	349,560
1880-81	941,781	-506,992	434,789
1881-82	1,041,022	-351,482	689,540
1882-83	1,046,483	-635,610	410,873
1883-84	1,473,139	-135,218	1,337,920
1884-85	1,391,270	-256,211	1,135,059
1885-86	1,628,083	-403,925	1,224,158
1886-87	862,685	-620,359	242,326
1887-88	991,936	-343,364	648,572
1888-89	969,816	-350,938	618,878
1889-90	905,798	-565,970	339,828
1890-91	944,842	-475,463	469,379
1891-92	597,117	-551,226	45,891
1892-93	526,181	-455,927	70,254
1893-94	463,431	-394,191	69,290
1894-95	501,142	-183,580	317,562
1895-96	547,814	-229,595	318,249
1896-97	503,873	-242,405	261,568
Total withdrawals to end of 1896-97	62,253,441	43,173,689	105,427,130
Deduct—Withdrawals by the East Indian Railway Company	12,276,504	18,620,297	30,896,801
Withdrawals by the Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
Withdrawals by the Sind, Punjab and Delhi Railway Company	6,226,076	4,853,607	11,079,683
Withdrawals by the Oudh and Rohilkhand Railway Company	4,353,107	4,910,204	9,263,311
Withdrawals by the South Indian Railway Company	3,831,129	932,278	4,763,407
Total deductions	28,462,566	30,790,486	59,253,052
Net withdrawals to end of 1896-97	33,790,875	12,383,203	46,174,078
Add—Withdrawals during 1897-98 (partly estimated)	763,300	-372,220	391,100
Net withdrawals to end of 1897-98	34,554,175	12,011,003	46,565,178

STATEMENT NO. 21.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, the Lucknow-Bareilly, the Assam-Bengal and the Burma railways, during each financial year from the commencement to the 31st March 1898.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,477	728,661	1,009,138
1883-84	340,820	532,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
1891-92	469,178	446,620	915,798
1892-93	386,287	417,285	803,572
1893-94	280,110	468,145	748,255
1894-95	385,854	290,644	676,498
1895-96	294,423	489,312	783,735
1896-97	1,001,428	815,345	1,816,773
Total expenditure to end of 1896-97	9,063,081	18,275,260	27,338,341
1897-98 (Revised estimate)	835,600	1,282,500	2,118,100
TOTAL	9,898,681	19,557,760	29,456,441

STATEMENT No. 22.

Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile excluding branches and extensions of the open system still under construction.*

Classification No.	RAILWAYS.	Length of line open on the 31st December 1897. (From statement No. 32, chap. IX).	Total length of single track, including sidings, on the 31st December 1897. (From statement No. 32, chap. IX).	Capital outlay on open line to the 31st December 1897 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1897.	Amount at debit of suspense (open line) on the 31st December 1897.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (see also statement No. 25, chap. VIII).
					Per mile open.	Per mile of single track, including sidings.			
	STANDARD GAUGE.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
I	EAST INDIAN	1,705.09	2,618.29	37,86,97,580	2,22,098	1,42,007	9,40,615	1,20,35,757	39,16,73,950
II	BENGAL CENTRAL	125.01	146.70	1,14,10,112	91,274	77,778	...	3,26,690	1,17,36,812
III	BENGAL-NAGPUR	860.88	959.91	9,75,83,894	1,13,351	1,01,656	...	19,56,507	9,95,40,351
IV	INDIAN MIDLAND	679.56	766.79	8,74,02,136	1,28,616	1,13,984	...	17,50,626	8,91,52,702
V	BHOPAL-ITANSI (BRITISH SECTION)	13.11	16.12	22,97,131	1,75,220	1,12,502	...	...	22,97,131
VI	GODHRA-RUTLAM-NAGDA	140.81	155.62	1,74,56,261	1,23,882	1,12,171	...	...	(a) 1,74,56,261
VII	WARDHA COAL	44.88	50.92	40,96,325	1,11,326	98,121	...	...	40,96,325
VIII	DHOND-MANUAD	145.44	159.72	1,13,94,462	78,315	71,340	...	12,672	1,14,05,534
IX	BEZWADA EXTENSION (EAST COAST STATE)	20.58	21.51	14,95,418	72,664	69,425	...	...	14,95,418
X	MADRAS-ENNUR SECTION (BEZWADA-MADRAS)	8.45	10.57	5,92,618	70,132	56,056	...	...	5,92,618
	TOTAL	3,743.91	4,936.21	61,33,25,930	1,63,510	1,21,250	9,40,615	1,60,51,651	63,03,48,201
	State lines worked by the State.								
		(b)							
XI	NORTH WESTERN	2,817.02	3,554.41	45,62,90,468	1,61,976	1,28,373	43,91,136	98,56,666	47,05,38,270
XII	HYDERABAD-SHADIPALLI	58.91	64.05	18,10,890	30,739	28,274	26,906	...	18,37,796
XIII	ODISH AND ROHILKHAND	812.37	936.82	10,34,42,636	1,27,331	1,10,419	...	19,53,774	10,53,96,410
XIV	EASTERN BENGAL	253.49	469.06	6,29,63,770	2,18,388	1,31,231	17,13,793	26,90,401	6,73,67,967
XV	CALCUTTA PORT COMMISSIONERS'	8.53	22.75	70,57,105	8,17,316	3,10,198	...	...	70,57,003
XVI	EAST COAST	(c) 538.78	(d) 618.14	5,43,20,684	1,01,193	88,201	4,56,495	15,52,514	5,65,59,993
	TOTAL	4,489.10	5,665.23	68,60,85,453	1,52,834	1,21,105	66,18,320	1,60,53,651	70,87,57,412
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA	1,288.00	2,006.33	27,55,96,212	2,13,972	1,37,363	...	36,89,399	27,92,85,611
XIX	BOMBAY, BARODA AND CENTRAL INDIA (e)	460.90	676.41	10,35,28,164	2,24,622	1,53,055	...	35,90,461	10,71,18,625
XX	MADRAS	839.23	1,023.58	11,91,64,446	1,41,994	1,16,419	...	22,81,385	12,14,50,831
	TOTAL	2,588.13	3,706.32	49,82,88,822	1,92,529	1,34,443	...	95,66,246	50,78,55,067
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA	162.24	179.31	(f) 1,54,18,198	95,033	85,972	...	8,960	1,54,27,158
XXII	TARKE-SUR	22.23	25.16	17,57,160	79,015	69,839	...	...	17,57,160
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA)	399.80	430.62	1,98,51,031	43,652	46,099	...	...	1,98,51,031
	TOTAL	684.27	635.12	3,70,26,389	63,372	58,298	...	8,960	3,70,35,349
	Lines owned by native states and worked by companies								
XXVII	KHAMBGAON	7.55	8.12	5,22,150	69,159	62,013	...	...	(a) 5,22,150
XXVIII	AMRĀOTI	5.44	6.15	4,40,058	81,996	72,530	...	6,387	4,52,445
XXIX	BINA GOONA	71.74	77.05	(a) 49,21,623	68,604	63,876	...	...	49,21,623
XXX	BHOPAL-UJJAIN	113.52	122.67	75,36,181	66,386	61,435	...	...	75,36,181
XXXI	BHOPAL-ITANSI (NATIVE STATE SECTION)	44.28	53.00	60,00,000	1,12,918	94,310	...	...	60,00,000
XXXII	THE NIZAM'S GUARANTEED STATE	332.32	369.77	4,03,78,163	1,21,504	1,09,198	...	5,82,781	4,09,60,944
XXXIII	NAGDA-UJJAIN	34.67	35.73	22,19,919	64,030	62,130	...	...	22,19,919
XXXIV	THE GAEKWAR'S PETLAD	13.35	15.12	7,44,305	55,753	49,227	...	11,464	7,55,769
XXXV	KOLAR GOLD-FIELDS	10.00	13.52	7,39,451	73,915	54,693	...	51,622	7,91,073
	TOTAL	632.87	701.43	6,25,07,850	98,769	89,116	...	6,52,254	6,31,60,104
	Lines owned by native states and worked by state railway agency.								
XXXVI	RĀJPURA-BHĀTINDA	107.94	122.90	66,95,341	62,030	54,477	...	1,110	66,96,451
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	15.92	20.51	9,65,151	60,625	47,058	...	...	9,65,151
	TOTAL	123.86	143.41	76,60,492	61,848	53,417	...	1,110	76,61,602
	TOTAL STANDARD GAUGE	12,162.14	15,787.72	1,90,48,94,936	1,56,625	1,20,657	75,58,915	4,23,63,886	1,95,48,17,767

(a) The decrease as compared with the last year's report is due to certain credits.

(b) Including 612 miles of military line not used for public traffic.

(c) Including 2.66 miles laid on the mixed gauge and 0.33 mile laid on the metre gauge.

(d) Including 2.66 miles laid on the mixed gauge and 1.93 miles laid on the metre gauge.

(e) Including the Patni branch, the state outlay (Rs. 8,08,405) on which was met from the Civil works grant. The capital outlay shown in this table is inclusive of this amount.

(f) Including Rs. 5,76,918 on account of interest on capital during construction.

* N.B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—*contd.*

Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile, excluding branches and extensions of the open system still under construction—contd.*

Classification No.	RAILWAY.	Length of line open on the 31st December 1897. (From statement No. 32, chap. IX.)	Total length of single track, including sidings, on the 31st December 1897. (From statement No. 32, chap. IX.)	Capital outlay on open line to the 31st December 1897 (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1897.	Amount at debit of suspense (open line) on the 31st December 1897.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
					Per mile. open.	Per mile of single track, including sidings.			
	METRE GAUGE.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
XXIX	State lines worked by companies.								
	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	341.80	393.72	2,52,31,041 (a)	73,818	64,083	5,45,095	2,65,454	2,60,41,590 (a)
	COMPANY'S SECTION	485.55	553.99	2,85,59,363 (b)	58,819	51,552	15,40,061	5,04,449	3,06,03,873 (b)
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	231.17	261.68	89,07,729	38,533	34,041	...	3,94,986	93,02,715 (c)
XLI	RAJPUTANA-MALWA	1,673.94	1,926.47	12,87,20,729	76,897	66,817	...	32,74,064	13,19,94,793
XLII	PALANPUR-DEESA	17.28	18.57	4,18,264	24,205	22,523	...	...	4,18,264
XLIII	SOUTHERN MAHRATTA	1,042.04	1,155.62	9,51,13,422	91,276	82,305	...	15,99,416	9,67,12,838
XLIV	GUNTAKAL-MYSORE FRONTIER	119.50	128.81	59,02,498	49,393	45,823	...	...	59,02,498
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	296.00	324.08	1,47,45,430	49,816	45,499	...	4,54,327	1,51,99,757 (d)
XLVI	SOUTH INDIAN	1,041.59	1,175.33	7,42,48,486	71,294	63,172	...	23,98,372	7,66,46,858
XLVII	MAYAVARAM-MUTUPET	53.99 (d)	59.70	24,91,854	46,154	41,740	...	...	24,91,854
XLVIII	ASSAM-BENGAL	360.63	399.11	3,36,22,400	93,232	84,243	...	32,49,600	3,68,72,000
XLIX	BURMA	887.00	1,035.04	7,56,51,826	85,290	73,091	6,91,822	17,42,470	7,80,86,118
	TOTAL	6,550.49	7,432.12	49,36,13,042	75,355	66,416	27,76,978	1,38,83,138	51,02,73,158
L	State lines worked by the State.								
	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch)	478.47	558.03	3,99,15,370	83,423	71,529	9,91,825	...	4,09,10,195
	DAOCA SECTION	85.92	100.56	67,45,941	78,514	67,084	...	...	67,45,941
LI	CAWNPORE-BURHWAL (metre gauge link)	79.60	85.97	22,77,567	28,613	26,493	...	...	22,77,567
	TOTAL	643.99	744.56	4,89,38,878	75,993	65,729	9,94,825	...	4,99,33,703
	Assisted companies.								
LIII	DEOGHUR	4.79	5.41	2,86,180	59,745	52,898	...	1,762	2,87,942
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	53.92	58.51	20,79,802 (e)	38,572	35,546	...	33,570	21,13,372
LV	BENGAL DOOARS	36.40	43.63	24,17,316 (f)	66,410	55,405	1,17,021	44,225	(e) 25,78,562 (f) 74,22,050
LVI	DIBRU-SADIYA	77.50	87.16	72,41,830	93,443	83,086	21,189	1,59,031	74,22,050
LVII	LEDO AND TIKAK-MARGHERITA COLLIERY	Information not available.							
LVIII	AHMEDABAD-PARÁNTIY	54.59	61.23	19,19,104	35,155	31,343	...	23,107	19,42,211
	TOTAL	227.20	255.94	1,39,44,232	61,374	54,482	1,38,210	2,61,695	1,43,44,137
	Carried over	7,421.68	8,432.62	55,64,96,152	...	...	39,10,013	1,41,44,833	57,45,50,998

(a) Including interest on capital during construction (Rs. 10,90,014).

(b) Including interest on capital during construction (Rs. 41,029).

(c) The decrease as compared with the last year's report is due to certain credits.

(d) Including the Gaubati-Jamuna Mokh Section, 71.73 miles, temporarily closed from the 13th June 1897 on account of damages done by the recent earthquake.

(e) Including the capital during construction (Rs. 37,870).

(f) Decrease due to the adjustment of the difference between the official rate of exchange and company's standard rate.

* N. B.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal and South Indian railways represents the rupee expenditure on open lines of railway, excluding branches and extensions of the open system under construction, incurred by companies up to date of transfer of the lines to the State, plus the expenditure since incurred by Government. The figures will not agree with those shown in statement No. 17 in this chapter, where *premia* on share capital, etc., at time of purchase and outlay on lines under construction are included.

STATEMENT No. 22—concl'd.

Capital outlay on open lines of railway on the 31st December 1897 and the average cost per mile excluding branches and extensions of the open system still under construction—concl'd.

Classification No.	RAILWAY.	Length of line open on the 31st December 1897. (From statement No. 32, chap. IX).	Total length of single track, including sidings, on the 31st December 1897. (From statement No. 32, chap. IX).	Capital outlay on open line to the 31st December 1897 on final heads (exclusive of steam-boat service and suspense).	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Outlay on steam-boat service to the 31st December 1897.	Amount at debit of suspense (open line) on the 31st December 1897.	Total capital outlay on open line to the 31st December 1897, including steam-boat service and suspense (see also statement No. 26, chap. VIII).
					Per mile open.	Per mile of single track, including sidings.			
	Brought forward	Miles. 7,421'68	Miles. 8,432'62	Rs. 55,64,96,152	Rs. ...	Rs. ...	Rs. 39,10,013	Rs. 1,41,44,833	Rs. 57,45,50,998
	METRE GAUGE—concl'd.								
	Lines owned by native states and worked by companies.								
LXIII	THE GAERWAR'S MEHSANA	92'63	104'36	32,63,900	35,236	31,275	...	...	32,63,800
LXIV	KOLHAPUR	29'07	30'77	23,24,807	79,973	75,554	...	...	23,24,807
LXV	YESVANTPUR-MYSORE FRONTIER	51'35	54'72	24,66,443	46,864	43,977	...	72,767	24,79,210
LXVI	MYSORE-NANJANGUD	15'25	16'34	6,10,565	40,037	37,367	...	24,199	6,34,764
	TOTAL	188'30	206'19	86,65,715	45,702	41,737	...	96,966	87,02,681
	Lines owned and worked by native states.								
LXIX	JODHPUR-BICKANEER—								
	JODHPUR SECTION	320'50	330'00	61,625,78	20,164	19,584	...	...	61,62,678
	BICKANEER SECTION	43'50	44'50	9,73,473	22,379	21,876	...	...	9,73,473
LXX	ODDEYPUR-CHITOR	60'39	64'20	15,94,140	26,397	24,831	...	4,900	15,93,040
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-POR-BANDAR	333'46	375'25	1,73,63,293	(a) 52,782	(a) 47,460	...	2,90,389	1,76,53,652
LXXII	JETALSAR-BÁJKOT	46'23	50'06	15,43,369	33,385	30,830	...	4,094	15,47,463
LXXIII	JÁMNAGAR	54'28	57'51	21,52,699	(b) 42,805	(b) 40,464	...	97,819	22,50,538
	TOTAL	858'36	921'52	3,00,89,612	35,405	33,145	...	3,97,232	3,04,86,844
	Foreign lines.								
XXVI	WEST OF INDIA PORTUGUESE	51'11	62'96	1,35,77,379	2,66,223	2,15,651	(d) 25,29,714	2,33,075	(c) 1,63,40,168
XXVII	PONDICHERY	7'80	9'62	5,68,513	72,890	59,100	...	...	5,68,543
	TOTAL	58'91	72'58	1,41,45,922	2,43,138	1,94,901	25,29,714	2,33,075	1,69,08,711
	TOTAL METRE GAUGE	8,527'25	9,632'01	60,93,37,401	(e) 71,529	(f) 63,316	64,39,727	1,48,72,106	63,06,49,234
	SPECIAL GAUGES.								
	State line worked by the State.								
LXXX	JORHÁT (2' 0")	28'25	30'05	8,51,015	30,125	28,921	...	51,371	9,02,416
	Assisted companies.								
LXXXI	DARJEELING-HIMALAYAN (2' 0")	51'00	51'00	31,92,048	62,589	59,117	...	1,23,406	33,15,454
LXXXII	BÁRSI LIGHT (2' 6")	Information not available.							
	Lines owned by native states and worked by companies.								
LXXXIII	THE GAERWAR'S DABHOI (2' 6")	78'80	84'30	20,61,694	26,163	24,457	...	29,746	20,91,430
LXXXIV	RAJPIPLA (2' 6")	19'03	21'26	7,11,996	37,414	33,490	...	2,191	7,14,187
	Line owned by native state and worked by state railway agency.								
LXXXVI	COOCH BEHAR (2' 6")	22'12	23'60	7,44,964	33,678	31,566	3,618	23,182	7,71,764
	Line owned and worked by native state.								
LXXXVII	MORVI (2' 6")	94'36	98'36	24,14,643	25,590	24,549	...	62,114	24,76,757
	TOTAL SPECIAL GAUGES	293'56	311'57	99,76,380	33,984	32,019	3,618	2,92,010	1,02,72,008
	TOTAL OF ALL RAILWAYS	20,932'95	25,732'20	2,62,42,08,717	(g) 1,20,347	(h) 98,147	1,40,02,290	3,75,28,002	2,59,57,39,069

(a) Calculated on the mileage and cost of the home line, excluding dock sidings and quarry lines maintained by the states themselves, viz., 328'96 miles and 365'85 miles, respectively.

(b) Calculated on 50'29 and 53'20 miles, respectively, which exclude the mileage of the Dock estate constituted and maintained by the state itself.

(c) The decrease as compared with the last year's report is due to certain credits.

(d) Expenditure on Harbour works at Mormugao.

(e) Calculated on 8,518'76 miles.

(f) Calculated on 9,619'20 miles.

(g) Calculated on 20,974'46 miles.

(h) Calculated on 25,718'49 miles.

See notes (a) and (b) above.

See notes (a) and (b) above.

CHAPTER VIII.

Main results of working and revenue statistics.

The main results of working of all railways during 1896 and 1897 are compared in statement No. 25 on pages 114 and 115.

2. The total mean length of all railways worked during 1897 was 20,531 miles, as compared with 19,783 miles worked during the previous year. The total capital outlay,* including steam-boat service and suspense accounts, on the mileage open to the 31st December 1897, amounted to Rs. 2,59,57,39,008 against Rs. 2,53,16,24,453 at the end of the previous year.

3. The gross earnings from all sources showed an increase of 0·90 per cent. The earnings under coaching fell from Rs. 9,20,22,892 in 1896 to Rs. 8,85,88,748 in 1897, while those under goods rose from Rs. 15,41,51,505 to Rs. 15,87,58,826, and the earnings from steam-boat service and miscellaneous sources from Rs. 74,86,028 to Rs. 86,04,118.

The gross earnings per mean mile worked per week, excluding steam-boat, were Rs. 237·97 against Rs. 244·67 in 1896.

4. The total number of passengers booked showed a decrease of 5·94 per cent. as compared with the number booked in 1896. The passenger earnings decreased by 7·31 per cent., with a decrease in the passenger unit-mileage of 7·73 per cent. The number of passengers carried one mile per mean mile worked was 258,879 as compared with 325,370 in 1896. Of the total number carried, the lower classes contributed 97·27 per cent., the second class 2·33 per cent. and the first class 0·40 per cent. only.

The average distance travelled by each first class passenger was 75·59 miles against 74·65 miles in the previous year, and the average fare was pies 12·29 against pies 12·33 per mile. In the second class, the average distance travelled was 50·25 miles against 47·46 miles, and the average fare 4·87 pies against 4·95 pies per mile; while in the lower classes the average distance travelled was 38·87 miles against 39·67 miles, and the average fare 2·35 pies against 2·29 pies per mile.

Under other coaching traffic, there was an increase of Rs. 25,53,843 or 26·01 per cent.

The decrease under coaching traffic in 1897 was chiefly due to the prevalence of the plague and the famine; while the increase under other coaching traffic was mainly due to the abnormal receipts on account of the North West Frontier expedition.

5. The total tonnage of goods lifted showed an increase of 3·78 per cent. as compared with the tonnage lifted in 1896. The total ton-mileage increased 4·91 per cent. and the earnings 2·99 per cent. The number of tons of goods carried one mile per mean mile worked was 234,468 as compared with 231,970 in 1896.

The increase in the earnings from goods traffic was chiefly due to a larger traffic in "Merchandise, general", mainly in the grain and seeds traffic to famine stricken districts, and in "Military stores" and "Military live stock", principally due to a heavier traffic on account of the North West Frontier expedition.

6. The working expenses increased in 1897 to Rs. 12,51,11,631 from Rs. 12,19,76,875 in 1896. The increase was chiefly due to the increased open mileage and to extensive repairs and renewals of permanent-way and rolling-stock during the year. The percentage of total working expenses on gross earnings was 48·88 as compared with 48·09 in 1896.

7. The net earnings derived from all railways amounted to Rs. 13,08,40,061 as compared with Rs. 13,16,83,550 in 1896, giving a return of 5·04 per cent., against 5·20 per cent. in the previous year, on the total capital outlay* on open lines stated in rupees.

* The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1896-97 and in the present report.

8. The average gross earnings of the principal railways per mean mile worked per week (excluding steam-boat earnings) in five-yearly periods commencing from January 1856, and for the years 1896 and 1897, are given in the following table:

STATEMENT No. 23.

Classification No.	Railways.	1856 to 1860.	1861 to 1865.	1866 to 1870.	1871 to 1875.	1876 to 1880.	1881 to 1885.	1886 to 1890.	1891 to 1895.	1896.	1897.*
	STANDARD GAUGE.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	236	255	384	389	514	573	549	594	597	649
II	BENGAL CENTRAL (a) . . . . .	...	...	...	...	...	39	103	127	144	175
III	BENGAL-NAGPUR . . . . .	...	...	...	...	51	156	127	143	142	138
IV	INDIAN MIDLAND (b) . . . . .	...	...	...	...	52	90	97	129	119	131
	State lines worked by the State										
XI	NORTH WESTERN . . . . .	...	124	123	147	224	228	216	245	220	225
XIII	ODISH AND ROHILKHAND . . . . .	...	...	103	76	149	181	196	245	209	185
XIV	EASTERN BENGAL . . . . .	...	154	250	312	434	436	503	576	675	678
XVI	EAST COAST . . . . .	...	...	...	...	...	...	...	85	94	100
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (b)	157	236	310	298	456	457	508	503	444	367
XIX	BOMBAY, BARODA AND CENTRAL INDIA	49	157	300	285	321	481	539	642	676	595
XX	MADRAS (b)	105	118	160	143	164	155	198	234	249	263
	Line owned by native state and worked by company.										
XXXII	THE NIZAM'S GUARANTEED STATE (b) . . . . .	...	...	...	79	114	145	131	160	187	205
	METRE GAUGE.										
	State lines worked by companies.										
XXXIX	BENGAL AND NORTH-WESTERN—										
	TIERHOUT SECTION. . . . .	...	...	...	40	98	103	126	138	161	159
	COMPANY'S SECTION . . . . .	...	...	...	...	...	66	100	115	113	105
XLI	RAJPUTANA-MALWA . . . . .	...	...	...	86	130	174	210	264	227	212
XLII	SOUTHERN MAHRATTA (b) . . . . .	...	...	...	...	...	60	87	95	113	116
XLV	MISORE SECTION (SOUTHERN MAHRATTA) . . . . .	...	...	...	...	...	63	73			
XLVI	SOUTH INDIAN . . . . .	...	71	89	98	104	118	156	151	165	169
XLVIII	ASSAM-BENGAL (c) . . . . .	...	...	...	...	...	...	...	61	71	63
XLIX	BURMA (d) . . . . .	...	...	...	...	117	173	176	180	167	188
	State line worked by the State.										
L	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch) . . . . .	...	...	...	...	95	139	162	181	212	195
	DACCA SECTION . . . . .	...	...	...	...	...	47	73	101	115	114
	Assisted company.										
LIV	ROHILKHAND AND KUMAON (COMPANY'S SECTION) (b) . . . . .	...	...	...	...	...	57	69	83	86	86
	Lines owned and worked by native states.										
LXIX	JODHPORE-BICKANEER—										
	JODHPORE SECTION . . . . .	...	...	...	...	...	48	57	63	70	67
	BICKANEER SECTION . . . . .	...	...	...	...	...	...	...	35	53	52
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (b) . . . . .	...	...	...	...	...	92	97	101	110	(e) 105

(a) The working of this line has been taken over by the Bengal Central Railway Company from the 1st January 1897.

(b) Including branches and leased lines worked.

(c) See foot note (g) to statement No. 25, page 119.

(d) The working of this line has been transferred to a company from the 1st September 1896.

(e) Excluding the Jámnagar railway.

* See also statements Nos. 26 and 36, and paragraph 9 of chapter VIII.

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1896 and 1897:

Classification No.	Railways (including branches and leased lines).	PREVIOUS YEAR.		1897.		REMARKS.
		Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	
	STANDARD GAUGE.	Rs.		Rs.		
	State lines worked by companies.					
I	EAST INDIAN (a)	597	31·77	649	(b) 29·29	(c) Excluding the Delhi-Umballa-Kalka and the Tarkessur railways.
II	BENGAL CENTRAL†	144	62·85	175	56·98	(b) Including steam-boat, the percentage is 29·47.
III	BENGAL-NAGPUR	142	54·08	138	51·94	
IV	INDIAN MIDLAND	119	58·05	131	55·98	
	State lines worked by the State.					
XI	NORTH WESTERN (e)	220	59·58	225	(d) 54·35	(c) Excluding the Hyderabad-Shadipalli, the Rájputana-Bhátinda and the Southern Punjab (Delhi-Samátsata) railways.
XIII	ODISH AND ROHILKHAND	209	49·97	185	56·59	(d) Including steam-boat, the percentage is 54·41.
XIV	EASTERN BENGAL	676	39·46	678	(e) 45·27	(e) Including steam-boat, the percentage is 46·48.
XVI	EAST COAST.	94	74·26	100	(f) 67·51	(f) Including steam-boat, the percentage is 69·59.
	Lines worked by guaranteed companies.					
XVIII	GREAT INDIAN PENINSULA	444	55·20	367	66·96	
XIX	BOMBAY, BARODA AND CENTRAL INDIA (g)	676	45·07	595	54·63	(g) Excluding the Godhra-Rutlam-Nagdá, the Nagdá-Ujjain and the Gackwar's Petlad railways.
XX	MADRAS	249	50·81	263	47·90	
	Line owned by native state and worked by company.					
XXXII	THE NIZAM'S GUARANTEED STATE METRE GAUGE.	187	50·02	205	48·67	
	State lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—					
	TIRHOOT SECTION	195	44·13	128	(h) 44·40	(h) Including steam-boat, the percentage is 43·78.
	COMPANY'S SECTION					
XLI	RAJPUTANA-MALWA (i)	227	44·35	212	46·60	(i) Excluding the Pálanpur-Deesa, the Gackwar's Mehsána, the Oodeypore-Chitor and the Ahmedabad-Parántij railways.
XLIII	SOUTHERN MAHRATTA	113	56·69	116	57·03	
XLVI	SOUTH INDIAN (j)	105	54·89	169	53·01	(j) Excluding the Máyavaram-Mutupet railway.
XLVIII	ASSAM-BENGAL §	71	94·63	63	92·71	
XLIX	BURMA || . . . . .	167	59·89	188	(k) 54·91	(k) Including steam-boat, the percentage is 55·25.
	State line worked by the State.					
L	EASTERN BENGAL—					
	NORTHERN AND BENAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch)	212	36·65	195	(l) 39·90	(l) Including steam-boat, the percentage is 42·44.
	DACCA SECTION	115	53·27	114	55·92	
	Assisted company.					
LIV	ROHILKUND AND KUMAON (Company's section)	86	63·67	86	59·39	
	Lines owned and worked by native states.					
LXIX	JODHPUR-BICKANER—					
	JODHPUR SECTION	70	36·60	67	33·66	
	BICKANER SECTION	53	37·56	52	44·02	
LXXI	BHÁYNAGAR-GONDAL-JUNÁGAD-PODBANDAR (m)	110	50·71	103	55·41	(m) Excluding the Jámnnagar railway.

* See also statements Nos. 23, 26 and 36.

† See also statements Nos. 26, 36 and 37.

‡ The working of this line has been taken over by the Bengal Central Railway Company from the 1st January 1897.

§ See foot note (g) to statement No. 6, page 119.

|| The working of this line has been transferred to a company from the 1st September 1896.

10. The net earnings and their percentage on capital outlay of the standard and metre gauge railways grouped as shown by the figures in statement No. 36, chapter IX were as follows:

Net earnings and percentage on capital outlay on the standard and metre gauge railways.

On "State lines worked by companies," the net earnings amounted on the standard gauge to Rs. 4,84,97,604, giving a return of 7.49 per cent. on a total capital outlay* of Rs. 64,72,13,390; and on the metre gauge to Rs. 2,56,98,095, giving a return of 5.07 per cent. on a total capital outlay* of Rs. 50,69,77,767.

The net earnings of the lines classed as "State lines worked by the State" were on the standard gauge Rs. 2,45,78,051† or 3.45† per cent. on a total capital outlay* of Rs. 71,20,00,159,† and on the metre gauge Rs. 32,84,874, or 6.89 per cent. on a total capital outlay* of Rs. 4,76,56,136.‡

The net earnings of the "Guaranteed lines," all of which are on the standard gauge, amounted to Rs. 2,19,80,572, giving a return of 4.32 per cent. on a total capital outlay* of Rs. 50,92,38,758.

The net earnings of the lines in the hands of "Assisted companies" were on the standard gauge Rs. 10,30,436, being at the rate of 2.78 per cent. on a total capital outlay* of Rs. 3,70,35,349, and on the metre gauge Rs. 9,47,950, being at the rate of 4.01 per cent. on a total capital outlay* of Rs. 2,36,46,852.

The net earnings derived by the "Native state lines" amounted on the standard gauge to Rs. 23,77,850, giving a return of 4.61 per cent. on a total capital outlay* of Rs. 5,16,07,678, and on the metre gauge to Rs. 19,67,097, giving a return of 5.83 per cent. on a total capital outlay* of Rs. 3,37,50,744.

*The capital expenditure here referred to is that shown in chapter VII, statement No. 23 (excluding branches and extensions of the open system still under construction).

† Including the Jammu and Kashmir railway (Native state section.)

‡ Excluding the Cawnpore-Burhwal railway (metre gauge link).

11. The following statement shows the net earnings of the principal railways and their percentage net earnings and percentage on capital outlay on the principal railways on the capital expenditure on open lines, including steam-boat service and suspense accounts, during the last five years.

These results which are the best obtainable for purposes of comparison from a statistical point of view, are based upon the expenditure in rupees on open lines charged to the "Construction Account" (vide statement No. 22) of the several railways in their books in India. But it must here be remarked that the proper way of treating this subject, which is a matter of some complexity, is beyond the scope of the present report. The statistical return herein exhibited is one thing: the actual return is another. The sterling expenditure included in the "Construction Account" above referred to, has been converted into rupees at various rates of exchange, and certain railways have been purchased by the State; these and other circumstances governing each case must be taken into account and considered in arriving at the actual dividend earned by any particular railway. As in every case exchange has fallen and railways have been purchased at a large premium over first cost, the statistical return must of necessity show much better results than Government or the shareholders actually obtain.

STATEMENT NO. 24.

Classification No.	Railway.	1893.		1894.		1895.		1896.		1897.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings (see also statements Nos 26 and 30).	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN	3,61,31,898	9·82	3,64,26,406	9·72	3,73,16,417	9·80	3,67,78,683	9·56	4,14,93,461	10·59
II	BENGAL CENTRAL (a)	3,14,902	3·12	3,20,493	3·16	3,98,809	3·92	3,46,732	3·20	4,89,686	4·17
III	BENGAL-NAGPUR	32,62,220	3·33	32,58,414	3·32	35,41,413	3·59	29,27,869	2·95	29,76,559	2·99
IV	INDIAN MIDLAND	18,83,372	1·95	24,08,395	2·53	18,23,609	1·87	21,48,791	2·27	28,38,159	2·61
	State lines worked by the State.										
XI	NORTH WESTERN	97,97,613	2·32	1,28,25,181	3·02	1,61,46,997	3·86	1,18,86,409	2·55	1,50,11,817	3·19
XIII	ODISH AND ROHILKHAND	50,17,953	5·28	57,36,139	5·58	52,55,948	5·01	48,50,907	4·11	36,96,778	3·43
XIV	EASTERN BENGAL	39,77,473	6·70	49,95,511	8·36	55,01,903	9·03	52,99,193	8·37	47,82,119	7·10
XVI	EAST COAST	45,484	0·15	1,50,921	0·45	3,29,185	0·70	5,29,705	0·97	6,68,970	1·05
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA	1,80,19,294	6·50	1,62,56,583	5·82	1,47,38,131	5·27	1,54,20,597	5·51	93,91,397	3·37
XIX	BOMBAY, BARODA AND CENTRAL INDIA	95,78,013	9·87	1,00,70,974	10·22	1,09,37,013	10·87	80,00,862	8·63	61,70,202	6·09
XX	MADRAS	51,21,742	4·50	49,77,136	4·11	59,45,110	4·89	51,55,773	4·46	61,15,973	4·98
	Line owned by native state and worked by company.										
XXII	THE NIZAM'S GUARANTEED STATE	14,36,451	3·57	16,22,028	4·03	15,77,150	3·68	17,28,193	4·23	19,38,769	4·73
	METRE GAUGE.										
	State lines worked by companies.										
XIX	BENGAL AND NORTH-WESTERN-TIRHOOT SECTION	30,07,927	5·65	32,36,184	6·03	32,57,821	5·96	32,42,246	5·90	33,69,653	5·95
XLI	RAJPUTANA-MALWA	1,32,89,100	10·15	1,53,51,164	11·65	1,39,95,261	10·51	1,09,76,727	8·26	98,64,421	7·47
LIII	SOUTHERN MARRATTA	31,53,380	2·62	27,37,595	2·26	35,10,901	2·91	39,68,777	3·24	40,42,622	3·28
LVI	SOUTH INDIAN	31,53,479	4·10	33,10,987	4·30	39,31,101	5·09	40,53,149	5·24	43,31,888	5·61
VIII	ASSAM-BENGAL (b) . . . . .	...	...	...	...	—8,017	...	33,239	0·13	72,214	0·20
LIX	BURMA (c)	22,12,492	3·55	23,23,328	3·58	27,02,350	3·70	29,85,751	3·87	38,82,675	4·97
	State line worked by the State.										
L	EASTERN BENGAL—NORTHERN AND BEHAR SECTIONS (including the Kaimur-Dharli, 2' 6" gauge, branch)	24,96,787	6·31	31,29,674	7·88	32,11,540	8·03	31,64,021	8·63	30,59,717	7·48
	Dacca section	1,60,978	2·40	2,28,341	3·41	2,61,025	3·88	2,39,122	3·55	2,25,157	3·34
	Assisted company.										
LIV	ROHILKUND AND KUMAON (Company's section)	4,56,721	4·38	6,12,491	5·74	4,67,063	4·33	4,55,800	4·15	5,08,095	4·45
	Lines owned and worked by native states.										
LXIX	JODHPUR-PICKANEER—JODHPUR SECTION	4,33,895	6·70	6,69,373	10·38	5,69,246	8·85	7,38,379	11·44	7,44,799	11·52
	PICKANEER SECTION	25,735	2·66	40,477	4·17	45,096	4·65	75,382	7·75	65,504	—6·73
LXXI	BHAVNAGAR-GONDAL-JUNAGAD-POREBANDAR	8,88,708	5·16	8,52,487	4·51	8,98,666	4·70	10,73,513	5·62	9,03,801	4·77

(a) The working of this line has been taken over by the Bengal Central Railway Company from the 1st January 1897.

(b) See foot note (g), statement No. 26, page 119.

(c) The working of this line has been transferred to a company from the 1st September 1896.

N.B.—This statement shows the progress of net earnings of the principal railways for a series of years, with the percentage on capital outlay calculated on the same basis as that adopted in the statement showing the general results of working of the principal lines, see statement No. 26.

12. Statements relating to guaranteed railway transactions are given on pages 120 to 123. Where the transactions are stated in these statements in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis, the guaranteed lines are shown (*vide* statement No. 29, page 122) to have returned a net revenue of £2,009,462. The guaranteed interest is £2,163,464, and is shown to be in excess of net earnings by £154,002. This does not, however, represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The actual results to the State from the working of the guaranteed railways, as well as of lines leased to or purchased from guaranteed companies and worked by those companies for the year 1897, are given in statement No. 30 on page 123. This statement also shows the sterling dividends earned by the companies.

13. The financial results of the State lines worked by State agency (excluding the Pishin section, the Māri-Attock, the Sind-Sagar and Khushālgarh branches of the North Western State railway which were constructed for military purposes only) for 1896 and 1897, are summarised in the table below. The capital outlay in this case includes the premia paid on lines purchased and the cost of certain unopen extensions as given in statement No. 17, chapter VII.

Railway.	Mean mileage worked (from statement No. 32 in the report for 1896-97 and in the present report).	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on total capital outlay, as shown in chapter VII, statement No. 17.
1896.						
STANDARD GAUGE.						
North Western	1,703.62	2,61,14,476	1,43,02,416	1,18,12,060	54.77	3.40
Hyderabad-Shadipalli	58.91	1,87,503	1,23,127	64,376	65.67	3.57
Oudh and Rohilkhand (a)	799.36	86,97,076	43,16,169	43,80,907	49.97	3.63
Eastern Bengal	219.75	87,93,152	31,91,009	56,02,143	39.74	7.31
East Coast	(b) 483.87	21,05,423	18,76,718	2,28,705	77.98	6.94
METRE GAUGE.						
Burma (c)	871.63	76,08,559	46,22,508	29,86,051	60.76	(d) 3.67
Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478.47	57,76,778	23,12,757	34,64,021	40.04	8.63
Dacca section	85.92	5,11,741	2,72,619	2,39,122	53.27	3.55
Total	4,731.53	6,00,91,708	3,13,49,623	2,87,45,085	62.17	3.26
1897.						
STANDARD GAUGE.						
North Western	1,867.74	2,91,07,450	1,46,24,965	1,44,82,484	49.73	4.17
Hyderabad-Shadipalli	58.91	2,05,182	1,45,769	59,413	71.04	3.23
Oudh and Rohilkhand (a)	878.00	85,15,855	48,19,077	36,96,778	56.50	2.95
Eastern Bengal	252.62	89,35,359	41,53,270	47,82,119	46.46	6.26
East Coast	(c) 534.03	28,57,288	19,89,318	8,68,970	69.59	1.61
METRE GAUGE.						
Eastern Bengal— Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478.20	53,16,051	22,56,334	30,59,717	42.41	7.47
Dacca section	85.92	5,10,793	2,85,636	2,25,157	55.92	3.34
TOTAL	4,155.51	5,57,48,017	2,82,78,369	2,74,74,648	50.72	4.14

(a) Including the Cawnpore-Barhwal railway (metre gauge link).

(b) Excluding 2.99 miles of metre gauge line worked over by the Southern Mahratta railway.

(c) The working of this line has been transferred to a company from the 1st September 1896.

(d) Calculated on the total capital outlay incurred by the State up to the 31st August 1896, as shown in statement No. 17, plus the outlay incurred since that date by the company, *viz.*, Rs. 26,64,148.

(e) Including 2.66 miles (aid on mixed gauge) which is worked over by the East Coast State railway and also worked over by the Southern Mahratta railway, but excluding 0.33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.

14. The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of the North Western State railway proper for 1896 and 1897:

		1896.			1897.		
		Commercial section.	Military section.	Total.	Commercial section.	Military section.	Total.
Total capital outlay*	Rs.	34,75,96,515	15,27,10,550	50,03,13,065	35,43,97,232	15,56,50,226	51,00,47,458
Mean mileage worked	Miles	1,703 62	854 12	2,557 74	1,867 75	929 46	2,797 21
Train-mileage	Miles	6,787,381	1,331,884	8,119,265	7,509,332	1,253,403	8,762,735
Gross earnings	Rs.	2,61,14,476	33,27,274	2,94,41,750	2,94,07,459	34,95,989	3,29,03,448
Working expenses	Rs.	1,43,02,416	32,52,925	1,75,55,341	1,46,21,965	32,78,006	1,79,02,971
Net earnings.	Rs.	1,18,12,060	74,349	1,18,86,409	1,47,82,494	2,17,983	1,50,00,477
Percentage of working expenses on gross earnings.		54 77	97 77	59 63	49 73	93 76	54 41
Percentage of net earnings on total capital outlay.		3 40	0 05	2 38	4 17	0 14	2 91

*As shown in chapter VII, statement No. 17.

15. Including steam-boat service, and the capital* expenditure on suspense accounts, the total general results of working of all railways during 1897 were as follows :

	Standard gauge †	Metre gauge. ‡	Special gauges.	Total.
Mileage open at the end of the year . Miles	12,162.14	8,527.25	293.56	20,982.95
Mileage of single track, including sidings ..	15,787.72	9,632.91	311.57	25,732.20
Mean mileage worked during the year . ..	11,918.52	8,333.37	278.97	20,530.86
Total capital outlay on open lines* . Rs.	1,95,48,17,767	63,06,49,254	1,02,72,008	2,59,57,39,009
Average cost per mile open‡	1,56,625	71,529	33,934	1,20,347
Average cost per mile of single track, including sidings.†	1,20,657	63,346	32,010	98,147
Gross earnings	18,90,77,909	6,53,14,954	15,53,799	25,59,51,692
Working expenses	9,06,13,396	3,35,77,753	9,20,492	12,51,11,631
Percentage of working expenses on gross earnings.	47.92	51.41	59.05	48.88
Net earnings Rs.	9,84,64,513	3,17,37,231	6,33,317	13,03,40,061
Percentage of net earnings on total capital cost of open line.	5.03	5.05	6.21	5.04

*The capital expenditure here referred to is that shown in chapter VII, statement No. 22 (excluding branches and extensions of the open system still under construction).

† Including the Cawnpore-Bithwal railway (metre gauge link).

‡ Excluding steam-boat and suspense.

16. From the statement on pages 116 to 119, which summarises the Statistical results of working of the principal standard and metre gauge railways, it will be observed that during 1897 the average gross earnings per total train-mile were Rs. 4.01 on the standard gauge and Rs. 3.01 on the metre gauge, the highest on the standard gauge being Rs. 5.86 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2.80, on the Bengal Central and East Coast State railways. The highest on the metre gauge was Rs. 3.08 on the Rajputana-Malwa railway and the lowest, Rs. 2.28, on the Southern Mahratta railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 29.47 on the East Indian railway to 69.59 on the East Coast State railway, and on the metre gauge from 33.66 on the Jodhpore section of the Jodhpore-Bickaneer railway to 92.71* on the Assam-Bengal railway, the average of the standard gauge lines being 47.80, and of the metre gauge, 50.76.

The average working expenses per total train-mile were Rs. 1.92 on the standard gauge and Rs. 1.53 on the metre gauge, the highest being Rs. 3.20 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 2.30* on the Assam-Bengal railway, metre gauge.

The average coaching earnings per passenger train-mile were Rs. 2.96 on the standard gauge and Rs. 2.85 on the metre gauge, the highest on the standard gauge being Rs. 3.85 on the Nizam's Guaranteed State railway, and the lowest, Rs. 1.85 on the Great Indian Peninsula railway. The highest on the metre gauge was Rs. 3.73 on the Burma railways, and the lowest, Rs. 2.32, on the Southern Mahratta railway.

The average number of passengers carried in a passenger train was 189.19 on the standard gauge and 215.05 on the metre gauge, the highest on the standard gauge being 277.00 on the Nizam's Guaranteed State railway, and the lowest, 125.11, on the Great Indian Peninsula railway. The highest on the metre gauge was 260.19 on the Jodhpore section of the Jodhpore-Bickaneer railway, and the lowest, 176.25, on the Dacca section of the Eastern Bengal State railway.

* See note (g), statement 26, page 119.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·73 pie on the East Indian railway, on which line the average sum received for this work was 2·71 pies. On the metre gauge, the lowest average cost of hauling a passenger one mile was 0·71 pie on the Jodhpore section of the Jodhpore-Bikaner railway, the average receipts per passenger on this line being 2·08 pies.

The average distance travelled by passengers was on the standard gauge 41·96 miles and on the metre gauge, 36·71 miles.

The average goods earnings per goods train-mile were Rs. 4·64 on the standard gauge and Rs. 2·90 on the metre gauge, the highest on the standard gauge being Rs. 8·93 on the Bombay, Baroda and Central India railway, and the lowest, Rs. 2·14, on the Bengal Central railway. The highest on the metre gauge was Rs. 4·08 on the Rajputana-Malwa railway, and the lowest, Rs. 1·73* on the Assam-Bengal railway.

The lowest average cost of hauling one ton of goods one mile was 1·42 pies on the East Indian railway, standard gauge, and 2·51 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 4·83 pies and 5·32 pies, respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 160·18 miles and on the metre gauge, 123·89 miles.

* See footnote (g) statement No. 26, page 119.

Main results of working of all railways for the years ending

Progressive No.	Details.		PREVIOUS YEAR.			1897	
			Standard gauge.	Metro gauge.	Special gauges.	Standard gauge.	Metro gauge.
1	Open mileage on the 31st December . . .	Miles	11,614.71	8,291.03	267.14	12,241.74	8,447.65
2	Mean mileage worked during the year . . .	Miles	11,452.06	8,065.26	265.92	11,918.52	8,333.37
3	Capital outlay on open line, including steam-boat service and suspense accounts§ . . .	Rs.	1,91,18,57,704	61,05,15,257	92,41,492	1,95,70,95,334	62,83,71,666
4	Number of passengers booked . . .	No.	103,326,920	56,482,215	1,008,132	94,897,070	(a) 55,478,448
5	Number of passengers booked per mean mile worked . . .	No	9,021	7,006	3,791	7,962	(a) 6,657
6	Tonnage of goods booked . . .	Tons	24,316,903	7,939,668	154,764	25,323,367	(a) 8,207,721
7	Tonnage of goods booked per mean mile worked . . .	Tons.	2,123	992	582	2,125	(a) 985
8	Passenger unit-miles and average distance travelled—						
	1st class	Unit-miles	37,507,098	8,596,568	(b) 329,855	37,500,420	(a) 8,473,587
		Av. distance	77.49	65.68	(b) 46.33	80.10	(a) 61.69
	2nd class	Unit-miles	133,785,506	36,819,614	(b) 900,786	140,256,711	(a) 35,663,940
		Av. distance	47.56	47.30	(b) 33.21	51.55	(a) 45.80
	Intermediate or 3rd and 4th or lowest classes	Unit-miles	4,130,674,562	2,053,873,582	(b) 25,030,569	3,744,133,423	1,940,980,532
		Av. distance	41.29	36.96	(b) 27.24	40.83	(a) 35.57
	TOTAL	Unit miles	4,301,967,106	2,099,289,764	(b) 26,351,210	3,921,899,554	1,985,118,059
		Av. distance	41.64	37.17	(b) 26.14	41.33	(a) 35.78
9	Passenger unit-miles per mean mile worked . . .	Miles	375.529	260.404	(b) 110.192	329.053	(a) 238.213
10	Ton-mileage and average lead of goods . . .	Ton-miles	3,661,861,796	921,841,138	5,010,090	3,842,273,077	(a) 966,119,061
		Av. lead	150.59	115.24	32.37	151.72	(a) 117.71
11	Ton-mileage per mean mile worked . . .	Tons	319,704	114,340	18,842	322,378	(a) 115,934
12	Train-miles	Miles	(d) 44,264,082	20,622,139	476,305	(d) 47,231,747	21,671,757
13	Train-miles per mean mile worked . . .	Miles	(d) 3,868	2,558	1,791	(a) 3,906	2,601
Gross earnings—							
14	Coaching { Passengers	Rs.	5,63,60,080	2,52,03,717	(e) 6,40,930	5,15,53,302	2,40,49,540
		Rs.	75,74,610	21,46,987	96,568	99,20,224	23,54,140
	TOTAL	Rs.	6,39,34,690	2,73,50,704	7,37,498	6,14,73,526	(f) 2,64,25,836
15	Goods	Rs.	11,82,08,245	3,51,23,521	8,19,739	12,18,99,478	8,60,58,010
16	Steam-boat, telegraph and miscellaneous . . .	Rs.	49,32,357	25,23,520	30,151	57,04,905	28,31,138
	TOTAL GROSS EARNINGS	Rs.	18,70,75,292	6,49,97,745	15,87,388	18,90,77,909	6,53,14,084
17	Gross earnings per mean mile worked per week, excluding steam-boat . . .	Rs.	312.55	152.51	114.80	303.83	148.14
Working expenses—							
18	Maintenance	Rs.	2,39,92,028	74,85,696	1,87,544	2,40,77,841	81,00,328
19	Locomotive	Rs.	2,93,70,819	1,07,23,500	2,70,124	2,96,35,279	1,05,86,765
20	Carriage and wagon	Rs.	79,01,965	29,07,545	1,04,907	86,75,803	27,19,421
21	Traffic	Rs.	1,44,37,951	56,15,354	1,48,801	1,50,25,343	58,76,720
22	General	Rs.	81,38,829	45,53,280	1,34,627	83,82,240	47,62,817
23	Steam-boat, special and miscellaneous, and rent of leased lines	Rs.	34,74,950	13,22,008	15,987	39,49,522	12,67,249
24	Contribution to Provident Fund	Rs.	9,29,469	2,53,441	7,881	8,67,868	2,64,433
	TOTAL WORKING EXPENSES	Rs.	8,82,45,511	3,28,61,493	8,69,871	9,06,18,396	3,35,77,753
25	Percentage of working expenses on gross earnings	Per cent	47.17	50.56	54.80	47.92	51.41
26	Net earnings	Rs.	9,88,29,781	3,21,36,252	7,17,517	9,84,64,513	3,17,37,231
27	Percentage of net earnings on total capital outlay§ on open line, including suspense	Per cent.	5.17	5.27	7.76	5.03	5.05

* Including the Cawnpore-Burhwal railway (metre gauge line).

§ The capital outlay here referred to is that shown in chapter VII, statement No. 22, in the report for 1896-97 and in the present report.

No. 25.

with the 31st December 1896 and the 31st December 1897.

Special gauges.	TOTAL OF ALL GAUGES.		Increase or decrease in 1897.	PERCENTAGE OF INCREASE OR DECREASE.		Progressive No.	REMARKS.
	Previous year.	1897.		Increase.	Decrease.		
293 56	20,172 88	20,982 95	810 07	4 02	...	1	See also statement No. 32, chapter ix.
278 97	19,783 21	20,530 86	747 62	3 78	...	2	
1,02,72,068	2,53,16,21,453	2,59,57,89,008	6,41,14,555	2 53	...	3	See also statement No. 22, chapter vii.
888,298	160,817,267	151,263,816	-9,553,451	...	5 91	4	See also statement No. 33, chapter ix.
3,184	8,129	(a) 7,368	-761	...	9 36	5	See also statement No. 31, chapter ix.
167,529	32,471,335	(a) 33,698,617	1,227,282	3 78	...	6	
601	1,641	(a) 1,611	...	...	...	7	(a) Excluding the figures for the Jāmnagar railway for the first-half of 1897.
(c) 321,460	(b) 46,433,521	(a) & (c) 46,195,117	-188,054	...	0 30	8	See also statement No. 35, chapter ix.
(c) 45 38	(b) 74 65	(a) & (c) 75 59	0 91	1 26	...		
(c) 997,851	(b) 171,595,966	176,918,505	5,322,539	3 10	...	9	(b) Excluding the figures for the Jorhāt railway. Information not received.
(c) 17 16	(b) 17 46	(a) & (c) 50 25	2 79	5 88	...		
(c) 15,696,643	(b) 5,209,578,713	(a) & (c) 5,700,810,598	-508,768,115	...	8 19	10	(c) Excluding the figures for the Jorhāt, the Gachwar's Dabhoi and the Rajpipla railways.
(c) 38 53	(b) 39 67	(a) & (c) 35 87	-0 80	...	2 02		
(b) 23,938,263	(b) 6,427,668,110	(a) & (b) 5,930,913,576	-496,661,164	...	7 73	11	(d) Excluding the Calcutta Port Commissioners' railway.
(b) 28 80	(b) 39 98	(a) & (b) 39 22	-0 76	...	1 00		
(b) 91,869	(b) 925,370	(a) & (b) 255,879	-36,491	...	11 21	12	(e) Including the other coaching traffic of the Jorhāt railway.
5,414,529	4,588,716,021	(a) 4,813,836,667	225,120,646	4 91	...		
32 50	141 32	(a) 142 85	1 53	1 08	...	13	See also statement No. 35, chapter ix.
19,517	231,070	(a) 234,168	2,498	1 08	...		
492,062	(d) 65,363,186	(d) 39,396,166	4,032,980	6 17	...	14	(f) Including Rs. 22,156 for the Jāmnagar railway for the first-half of 1897 for which details are not furnished.
1,766	(d) 3,365	(d) 3,381	101	3 66	...		
(c) 5,91,742	8,22,01,727	7,61,94,581	-60,10,143	...	7 31	15	See also statements Nos. 33 and 36, chapter ix.
97,614	98,18,165	1,23,72,008	25,53,843	26 01	...		
6,89,386	9,20,22,892	(f) 8,85,89,748	-31,31,144	...	3 73	16	See also statements Nos. 31 and 36, chapter ix.
8,01,338	15,41,51,565	15,87,58,926	46,07,321	2 99	...		
68,075	71,86,028	86 01,118	11,18,090	14 94	...	17	See also statements Nos. 36 and 27, chapter ix.
15,58,799	25,36,60,425	25,59,51,692	22,91,267	0 90	...		
107 46	244 67	237 97	-6 70	...	2 82	18	See also statements Nos. 36 and 27, chapter ix.
2,08,091	3,16,65,278	3,25,86,250	7,20,982	2 28	...		
2,88,341	4,03,63,752	4,05,10,408	1,46,456	0 36	...	19	See also statements Nos. 36 and 27, chapter ix.
94,261	1,09,14,417	1,14,89,465	5,75,068	5 27	...		
1,60,500	2,02,02,106	2,10,62,563	8,60,457	4 26	...	20	See also statements Nos. 36 and 27, chapter ix.
1,39,282	1,28,26,736	1,32,81,359	4,57,603	3 57	...		
22,718	48,13,605	52,39,189	4,25,884	8 85	...	21	See also statements Nos. 36 and 27, chapter ix.
7,293	11,90,791	11,39,097	-51,694	...	4 34		
2,20,482	12,19,76,875	12,51,11,631	31,31,756	2 57	...	22	See also statements Nos. 36 and 27, chapter ix.
59 05	48 09	48 88	0 79	1 64	...		
6,38,317	13,16,83,550	13,08,10,061	-8,33,489	...	0 64	23	See also statements Nos. 36 and 27, chapter ix.
6 21	5 20	5 04	-0 16	...	...

STATEMENT

General results of working the principal standard and metre gauge

Pro- gres- sive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.				STATE LINES WORKED	
		I East Indian.	II Bengal Central.	III Bengal- Nágpur.	IV Indian Midland (c).	XI North Western. (c)	XIII Ondh and Rohilkhand. ||
	STANDARD GAUGE.						
1	Miles open on the 31st December 1897 . . Miles.	1,705·00	125·01	860·83	922·21	2,817·02	891·97
2	Total length of sidings "	468·95	21·69	99·06	113·42	651·90	130·82
3	Total length of single track, including sidings "	2,613·29	146·70	953·91	1,035·63	3,554·41	1,022·79
4	Mean mileage worked during the year "	(b) 1,738·16	125·01	862·33	(d) 944·82	(f) 2,813·13	878·03
5	Capital outlay on open line to the 31st Decem- ber 1897, including steam-boat service and sus- pense* Rs.	39,16,73,950	1,17,36,811	9,95,40,391	10,89,07,700	47,05,38,270	10,76,73,277
6	Capital outlay on open line to the 31st Decem- ber 1897, exclusive of steam-boat service and suspense* "	37,86,97,580	1,14,10,112	9,75,83,884	10,71,57,674	45,62,90,468	10,57,20,203
7	Average cost per mile of railway (a) "	2,22,098	91,274	1,13,354	1,16,196	1,61,976	1,18,521
8	Average cost per mile of single track includ- ing sidings (a) "	1,42,097	77,778	1,01,656	1,03,470	1,28,373	1,03,365
9	Coaching earnings "	1,71,51,118	6,72,030	13,95,906	23,93,364	1,23,23,846	36,80,238
10	Goods earnings "	4,06,69,783	3,86,189	42,32,727	39,14,737	1,95,62,594	42,66,498
11	Gross earnings "	5,88,28,014	11,38,199	62,00,309	61,47,857	3,29,28,933	85,15,855
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings "	649	175	138	131	225	166
13	Working expenses "	1,73,34,553	6,48,513	32,20,750	36,09,693	(g) 1,79,17,116	48,19,077
14	Working expenses per cent. of gross earnings Per cent.	29·47	56·98	51·91	55·93	51·41	56·59
15	Net earnings Rs.	4,14,93,461	4,89,686	29,79,559	28,33,159	1,50,11,817	36,96,778
16	Net earnings per cent. on capital outlay (5) . Per cent.	10·59	4·17	2·99	2·61	3·19	3·41
17	Net earnings per cent. on paid up capital . . . . . "	...	...	2·94	2·71	...	...
18	Passenger train-miles Miles.	4,777,002	225,623	652,882	819,811	3,899,717	1,116,156
19	Goods train-miles "	7,785,669	180,742	1,147,390	937,013	4,886,764	1,283,866
20	Total train-miles "	12,562,671	406,370	1,800,272	1,756,824	8,786,511	2,402,022
21	Coaching earnings per passenger train-milo Rs.	3·59	2·93	2·14	2·92	3·16	3·30
22	Goods earnings per goods train-milo "	5·22	2·14	3·69	4·18	4·00	3·32
23	Gross earnings per train-milo "	4·68	2·80	3·45	3·67	3·75	3·57
24	Working expenses per train-milo "	1·38	1·60	1·79	2·05	2·04	2·06
25	Net earnings per train-milo "	3·30	1·20	1·66	1·62	1·71	1·51
26	Cost of train staff per train-milo Annas.	0·91	0·40	0·64	0·61	(h) 0·85	0·77
27	Average number of passengers in a passenger train No.	221·78	173·90	171·44	159·26	189·23	207·59
28	Average distance travelled by a passenger . . Miles.	62·00	23·69	52·72	74·23	54·00	45·70
29	Average number of tons in a goods train . . Tons.	207·78	62·60	121·88	122·73	121·14	112·46
30	Average distance over which a ton of goods was hauled Miles.	211·13	63·97	98·70	185·37	136·00	91·31
31	Average number of vehicles (excluding brake- vans)— In each passenger train No.	14·56	11·20	9·61	11·00	13·31	11·73
32	In each goods train "	30·55	15·54	26·24	28·00	27·91	28·29
33	In each mixed train { Passenger carriages "	14·88	17·95	7·53	9·00	8·55	8·61
	{ Goods vehicles "	3·34	9·90	13·92	12·00	7·55	10·97
34	Number of passengers carried one mile Unit-miles	1,059,441,113	39,237,045	111,932,008	129,745,584	737,956,136	231,698,626
35	Number of tons of goods carried one mile Ton-miles	1,617,702,009	11,315,039	139,848,897	115,001,083	591,958,546	144,478,594
36	Average cost of hauling for one mile— One passenger unit Pies.	0·73	1·37	1·42	1·55	(h) 1·33	1·40
37	One ton of goods "	1·42	4·39	2·95	3·77	(h) 3·69	3·68
38	Average sum received for carrying for one mile— One passenger unit Pies.	2·71	3·03	2·19	2·87	2·45	2·68
39	One ton of goods "	4·83	6·55	5·81	6·54	6·35	5·67

N.B.—For information given under progressive numbers 1 to 16, 18 to 25

* The capital outlay here referred to is that shown in chapter

† Including 2·66 miles

‡ Including 1·60 miles

|| Including the Cawnpore-Burhwal

No. 26.

railways during the year ending with the 31st December 1897.

BY THE STATE.		LINES WORKED BY GUARANTEED COMPANIES.			LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Progressive No.	REMARKS.
XIV Eastern Bengal.	XVI East Coast.	XVIII Great Indian Peninsula. (i)	XIX Bombay, Baroda and Central India. (k)	XX Madras. (n)	XXXII THE NIZAM'S Guaranteed State. (p)			
253.49	†538.78	1,288.00	460.90	857.68	(q) 352.90	11,073.93	1	(a) Excluding steam-boat service and suspense.
104.11	†79.36	256.41	117.52	147.58	33.41	2,229.23	2	
469.06	†1618.14	2,006.33	676.41	1,047.67	331.31	14,576.63	3	(b) Including 34.50 miles of the Eastern Bengal State railway and 1.00 mile of the Rajputana-Malwa railway worked over.
252.62	534.03	1,491.31	460.90	857.68	(r) 354.70	11,312.78	4	
6,73,67,967	5,65,59,993	27,92,85,611	(l) 10,71,18,625	12,28,34,522	4,24,56,362	1,86,56,94,179	5	(c) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways, except as regards item 17.
6,29,63,770	5,45,20,684	27,55,96,212	(l) 10,35,28,164	12,04,96,515	4,18,73,581	1,81,58,38,247	6	
2,48,388	1,01,193	2,13,972	(l) 2,24,622	1,40,491	1,18,656	1,63,974	7	(d) Including 2.89 miles of the Rajputana-Malwa railway, 1.00 mile of the Oudh and Rohilkhand State railway, 15.30 miles of the East Indian railway, and 0.13 mile of the Great Indian Peninsula railway worked over.
1,34,224	88,201	1,37,363	(l) 1,53,055	1,15,015	1,07,009	1,24,572	8	
27,83,550	14,36,460	77,89,154	43,44,591	46,32,757	8,81,461	5,94,89,475	9	
57,21,060	11,35,154	2,02,93,641	95,45,841	68,65,894	28,24,280	11,94,18,368	10	
89,35,389	28,57,288	2,84,32,402	1,42,61,293	1,17,38,041	37,77,154	18,40,60,734	11	(e) Including the Jammu and Kashmir railway (Native state section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16, but excluding the Hyderabad-Shadipalli, the Rajpura-Bhatinda and the Southern Punjab railways.
678	100	367	595	263	205	313	12	
41,53,270	19,88,318	(j) 1,90,38,005	77,91,091	56,22,068	(s) 18,38,385	8,79,80,844	13	(f) Including 13.00 miles of the East Indian railway and 0.31 mile of the Southern Punjab railway worked over, but excluding 6.12 miles used for military traffic only.
46.48	69.59	66.96	54.63	47.90	48.67	47.80	14	
47,82,119	8,68,970	93,94,897	64,70,202	61,15,973	19,38,769	9,60,79,890	15	
7.10	1.05	3.36	6.09	4.98	4.73	5.15	16	(g) Including rent of leased line (Rs. 10,246).
...	...	3.36	6.25	(o) 5.03	4.00	...	17	
1,011,059	525,246	4,214,615	1,362,354	1,292,674	229,173	20,126,547	18	(h) Including the Hyderabad-Shadipalli, the Rajpura-Bhatinda and the Southern Punjab railways.
1,021,128	492,645	4,881,983	1,069,535	1,354,762	680,447	25,728,944	19	
2,032,187	1,017,891	9,096,798	2,431,889	2,647,436	909,620	45,850,491	20	
2.75	2.73	1.85	3.19	3.58	3.85	2.96	21	(i) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon and the Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16 and 17.
5.60	2.30	4.16	8.93	5.07	4.15	4.64	22	
4.39	2.80	3.12	5.86	4.43	4.15	4.01	23	
2.04	1.95	2.09	3.20	2.12	2.02	1.92	24	(j) Including rent of leased lines (Rs. 3,93,103), but excluding charges incurred direct by the State.
2.35	0.85	1.03	2.66	2.31	2.13	2.09	25	
0.78	0.67	1.33	(m) 0.60	0.69	0.74	...	26	(k) Including the Pátri branch.
173.59	236.15	125.11	195.81	263.54	277.00	189.19	27	(l) Including the state outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,22,863, and per mile of single track including sidings, Rs. 1,51,860.
26.56	42.09	36.41	19.99	30.76	49.09	41.96	28	
130.13	103.77	103.44	210.04	116.44	152.23	147.54	29	
88.66	98.82	221.19	144.06	126.17	133.92	160.18	30	(m) Including the Gaeikwar's Petlad and the Nágda-Ujjain railways.
12.42	10.73	12.00	12.45	11.78	10.11	...	31	(n) Including the Kolar Gold-fields railway and the Madras-Ennúr section (Bezawada-Madras), except as regards item 17.
32.23	15.15	23.00	40.64	23.40	22.92	...	32	
10.62	10.26	8.00	9.00	6.13	7.52	...	33	(o) Excluding £ 100,000 raised specially for construction of the Calicut-Cannanore extension.
6.10	6.74	5.00	12.47	17.43	18.76	...	34	(p) Including the Bezawada extension (East Coast State), except as regards items 15, 16 and 17.
175,512,315	124,035,641	527,310,853	266,761,547	340,665,215	63,482,137	3,807,781,219	34	
132,877,509	51,122,830	504,970,009	224,641,786	157,754,586	103,584,297	3,735,255,235	35	(q) Including 2.19 miles (Trimulgherry branch) used for military traffic only.
1.24	1.19	2.15	1.77	0.96	0.88	...	36	
3.57	3.31	4.41	4.03	4.34	2.51	...	37	(r) Including 3.10 miles worked over twice by each train, and 0.59 mile of the East Coast State railway worked over, but excluding 2.19 miles used for military traffic only.
2.76	2.10	2.28	2.63	2.26	2.33	...	38	
8.27	4.26	7.72	8.16	8.36	5.23	...	39	(s) Including rent of leased line (Rs. 80,803).

and 34 and 35, see also statements Nos. 22, 32, 33, 34, 35, 36, 37 and 45.

VII, statement No. 22, which is that on lines open to traffic, excluding premia on lines purchased and expenditure on unopen extensions.

(laid on the mixed gauge) and 0.33 mile (metro gauge).

of metro gauge sidings.

General results of working the principal standard and metre gauge

Pro- gres- sive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.				
		XXXIX Bengal and North-Western —Tirhoot and Company's sections.	XLI Rajputana- Malwa.	XLIII Southern Maharatta. (d)	XLVI South Indian. (e)	XLVIII Assam-Bengal. (f)
		METRE GAUGE.				
1	Miles open on the 31st December 1897 . . . Miles	827.35	1,673.94	1,553.21	1,049.39	(h) 360.63
2	Total length of sidings "	120.36	(b) 251.39	157.13	135.56	38.48
3	Total length of single track, including sidings . . . "	947.71	1,926.17	1,710.34	1,184.95	399.11
4	Mean mileage worked during the year "	815.66	1,673.94	1,556.20	1,049.39	301.18
5	Capital outlay on open line to the 31st December 1897, including steam-boat service and suspense* . . . Rs.	5,66,45,463	13,19,94,793	12,32,53,874	7,72,15,401	3,63,72,000
6	Capital outlay on open line to the 31st December 1897, exclusive of steam-boat service and suspense* . . . "	5,37,90,404	12,87,20,729	12,11,03,165	7,48,17,629	3,36,22,400
7	Average cost per mile of railway (a) "	65.015	76.897	77.970	71.296	93.232
8	Average cost per mile of single track, including sidings (a) "	56.758	66.817	70.806	63.139	84.243
9	Coaching earnings "	23,36,747	61,31,205	30,57,058	49,82,860	5,39,843
10	Goods earnings "	28,29,311	1,18,84,987	61,72,555	39,34,427	4,24,359
11	Gross earnings "	59,93,826	1,81,71,358	94,03,260	92,18,001	9,90,640
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings "	128	212	116	169	63
13	Working expenses "	26,21,173	86,09,937	53,65,638	48,86,113	9,18,126
14	Working expenses per cent. of gross earnings . . Per cent.	43.78	46.60	57.63	53.01	92.71
15	Net earnings Rs.	33,69,653	98,64,421	40,42,622	43,31,888	72,214
16	Net earnings per cent. on capital outlay (5) . . Per cent	5.95	7.47	3.28	5.61	0.20
17	Net earnings per cent. on paid up capital . . . . . "	...	...	...	...	...
18	Passenger train-miles Miles	906,613	2,106,120	1,315,714	1,926,987	154,423
19	Goods train-miles "	1,131,497	2,912,986	2,797,480	1,586,451	245,656
20	Total train-miles "	2,038,140	5,019,106	4,113,224	3,513,438	400,079
21	Coaching earnings per passenger train-mile . . . Rs.	2.58	2.91	2.32	2.59	3.50
22	Goods earnings per goods train-mile "	2.50	4.03	2.21	2.48	1.73
23	Gross earnings per train-mile "	2.94	3.68	2.28	2.62	2.48
24	Working expenses per train-mile "	1.29	1.72	1.30	1.39	2.30
25	Net earnings per train-mile "	1.65	1.96	0.93	1.23	0.18
26	Cost of train staff per train-mile Annas	0.48	(c) 0.67	0.48	(f) 0.38	0.78
27	Average number of passengers in a passenger train No.	219.71	225.92	186.37	228.46	202.01
28	Average distance travelled by a passenger . . . Miles	33.83	50.18	38.19	33.75	32.96
29	Average number of tons in a goods train . . . Tons.	90.32	105.44	70.27	56.00	68.07
30	Average distance over which a ton of goods was hauled Miles	109.76	203.02	184.45	65.39	49.40
31	Average number of vehicles (excluding brake- vans)— In each passenger train No.	12.00	14.14	10.78	10.12	25.00
32	In each goods train "	36.00	29.41	25.18	11.35	32.00
33	In each mixed train { Passenger carriages "	21.00	12.29	6.26	15.02	11.00
	{ Goods vehicles "	20.00	11.02	13.65	11.85	15.00
34	Number of passengers carried one mile . . . Unit-miles	199,224,427	475,818,057	245,217,965	410,245,012	31,195,721
35	Number of tons of goods carried one mile . . . Ton-miles	102,192,694	367,133,122	196,576,175	88,847,158	16,720,806
36	Average cost of handling for one mile— One passenger unit Pies	0.77	0.97	1.11	(f) 0.95	2.07
37	One ton of goods "	2.51	3.54	3.65	(f) 4.75	6.02
38	Average sum received for carrying for one mile— One passenger unit Pies	2.10	2.12	2.12	2.07	3.12
39	One ton of goods "	5.32	7.43	6.03	8.50	4.87

N.B.—For information given under progressive numbers 1 to 16, 18 to 25
 * The capital outlay here referred to is that shown in chapter
 † Including 2.66

No. 26—concl'd.

railways during the year ending with the 31st December 1897—concl'd.

XLIX Burma.	STATE LINE WORKED BY THE STATE.		ASSISTED COMPANY.	LINES OWNED AND WORKED BY NATIVE STATES.			Total and average of principal metre gauge lines.	Progressive No.	REMARKS.
	L EASTERN BENGAL.			LXIX. JODHPUR-BICKANEER.		LXXI Bhāvnagar Gondal- Junāgad- Porbandar. (k)			
	Northern and Behar sections (in- cluding the Kaunia- Dharila, 2' 6" gauge, branch.)	Dacca section.		Jodhpore section.	Bickaneer section.				
887'00	478'47	85'92	285'69	320'50	43'50	(l) 379'69	7,944'69	1	
138'49	79'56	14'61	35'10	9'50	1'00	45'62	1,026'83	2	
1,035'04	558'03	100'56	320'19	330'00	44'50	425'31	8,982'21	3	(a) Excluding steam-boat service and sus- pense.
887'09	478'20	85'92	279'32	320'50	43'50	379'69	7,870'50	4	(b) Including 3'07 miles of main line laid on the standard gauge.
7,80,86,118	4,09,10,195	67,45,941	1,14,16,087	64,62,678	9,73,473	1,92,01,115	58,97,77,138	5	
7,56,51,826	3,99,15,870	67,45,941	1,09,87,531	64,62,678	9,73,473	1,89,06,632	57,16,97,178	6	(c) Including the Pālanpur-Deesa, the Gack- war's Mehsāna, the Oodeypore-Chitor and the Ahmedabad Parāntij railways.
85,290	83,423	78,514	38,541	20,164	22,379	(m) 50,393	72,000	7	
73,001	71,529	67,084	34,316	19,584	21,876	(n) 45,458	63,714	8	(d) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahrat- ta), the Kolhāpur, the Yesvantpur-My- sore frontier and the Mysore-Nanjan- gūd railways.
43,63,232	18,11,656	3,35,348	5,42,444	4,81,902	38,862	9,99,586	2,56,28,746	9	
41,76,612	29,85,464	1,63,096	5,65,948	6,19,542	66,902	9,54,135	3,47,78,268	10	(e) Including the Pondicherry railway.
86,76,404	53,16,051	5,10,793	12,51,092	11,22,658	1,17,010	20,26,893	6,31,05,986	11	
188	195	114	86	67	52	103	152	12	(f) Including the Pondicherry and the Mā- yavaram-Mutupet railways.
27,93,729	22,56,334	2,85,636	7,42,997	3,77,859	51,506	11,23,092	3,20,35,440	13	(g) The results shown under this railway are abnormal, chiefly owing to the undeveloped state of the traffic on the line, and to the fact that certain por- tions of the open sections damaged by the earthquake in June 1897 had to be temporarily closed during the year.
55'25	42'44	55'92	59'39	33'66	44'02	55'41	50'76	14	
38,82,675	30,59,717	2,25,157	5,08,095	7,44,799	65,504	9,03,801	3,10,70,546	15	
4'07	7'48	3'34	4'45	11'52	6'73	4'77	5'27	16	
3'59	...	...	...	...	...	...	...	17	
1,171,675	600,496	193,141	188,348	150,000	16,490	312,579	8,982,646	18	(h) Including the Gauhati-Jamuna Mukh sec- tion, 74'73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earth- quake.
1,635,129	851,477	76,755	282,951	181,774	32,896	274,679	12,009,731	19	
2,806,804	1,451,973	209,896	471,299	331,774	49,386	587,258	20,992,377	20	
3'73	3'02	2'52	2'88	3'21	2'36	3'20	2'85	21	(i) Including the Lucknow-Bareilly sec- tion.
2'55	3'51	2'14	2'00	3'41	2'03	3'47	2'90	22	(j) No passenger trains were run.
3'09	3'66	2'43	2'65	3'38	2'37	3'45	3'01	23	
1'71	1'55	1'36	1'58	1'14	1'04	1'91	1'53	24	(k) Including the Jetalsar-Rājkot railway, but excluding the Jāmāgar railway except in the case of items 35 and 37.
1'38	2'11	1'07	1'07	2'24	1'33	1'54	1'48	25	
0'74	0'50	0'39	0'44	0'19	0'19	0'42	...	26	(l) Including 4'50 miles of state mileage in dock estates and quarry lines con- structed and maintained by the states themselves.
226'76	189'16	176'25	176'58	260'49	187'64	197'93	215'05	27	
29'28	37'04	21'31	33'93	57'28	35'36	33'61	36'71	28	(m) Calculated on 375'19 miles, excluding dock mileage, vide note (l).
74'86	71'36	52'25	54'29	61'67	48'22	61'71	78'63	29	(n) Calculated on 415'91 miles, excluding the length of single track including sidings of dock line.
106'13	113'32	59'30	64'99	107'58	45'77	61'69	123'89	30	
16'27	14'83	3'05	(j)	11'03	12'76	9'03	...	31	
28'94	35'19	16'30	21'00	22'43	23'46	27'23	...	32	
11'36	10'30	11'41	18'00	9'56	8'15	12'78	...	33	
13'94	10'19	5'22	9'00	11'98	10'77	6'81	...		
265,685,931	113,588,982	23,465,466	33,259,233	39,072,813	3,694,275	61,863,168	1,931,736,950	34	
122,402,869	60,762,986	4,010,114	13,262,032	11,754,813	1,586,081	16,950,884	944,299,754	35	
1'25	0'93	1'28	1'03	0'71	0'61	1'49	...	36	
4'56	4'04	5'21	3'84	3'31	3'24	6'26	...	37	
3'02	2'70	2'60	2'66	2'08	2'10	2'69	...	38	
6'55	9'43	7'85	7'07	10'12	8'10	10'81	...	39	

STATEMENT No. 27.

Guaranteed interest—Indian railways.

Total amount advanced on account of guaranteed interest to the 31st December 1907, the net revenue of these railways to the 30th June 1907 appropriated towards the repayment of that amount and the balance.

Classification No.	Railway Company.	Interest guaranteed on account of the Government of India.	Interest advanced on account, 1907.			Total (a)	Revenue of the railways to the 30th June 1907.	Amount advanced.
			Repaid.	Interest advanced on account of the Government of India.	Interest advanced on account of the Government of India.			
XVIII	Great Indian Peninsula	£ 7,318,000	£ 1,104,882	£ 1,112	£ 1,175,000	£ 7,318,000	£ 1,175,000	£ 3,322,032
XIX	Bombay, Bar-Jamal Central India	£ 1,722,000	£ 422,207	£ 1,200	£ 423,407	£ 1,722,000	£ 423,407	£ 3,347
XX	Madras	£ 17,274,000	£ 1,412,000	£ 2,110	£ 1,414,110	£ 17,274,000	£ 1,414,110	£ 9,774,000
	Total	£ 25,314,000	£ 2,538,889	£ 3,312	£ 2,542,201	£ 25,314,000	£ 2,542,201	£ 13,105,489

(a) Interest on account of the Government of India.

(b) Repayment of the amount advanced on account of the Government of India.

Money advanced on account of the Government of India.

STATEMENT No. 28.

Amounts of total surplus profits on guaranteed railways as calculated under the contracts for distribution between Government and railway companies to the 31st December 1897 inclusive.

Half year ending	XVIII Great Indian Peninsula railway.	XIX Bombay, Biroda and Central India railway.	XX Madras railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
To end of 1880	1,47,80,444	4,02,862	...	1,51,83,306
June 1881	36,90,753	17,28,545	...	54,19,298
December 1881	13,614	...	...	13,614
June 1882	64,37,716	16,12,691	...	80,50,407
December 1882 . . . . .	...	...	...	...
June 1883	66,52,396	22,03,353	...	88,55,749
December 1883 . . . . .	...	86,214	...	86,214
June 1884	49,51,342	27,05,193	...	76,56,535
December 1884 . . . . .	...	...	...	...
June 1885	54,04,778	22,46,727	...	76,51,505
December 1885 . . . . .	...	6,66,993	...	6,66,993
June 1886	66,37,691	27,31,549	...	93,69,240
December 1886	13,71,491	6,64,036	...	20,35,527
June 1887	82,13,411	25,76,695	...	1,07,90,106
December 1887 . . . . .	...	6,644	...	6,644
June 1888	79,11,414	22,65,611	...	1,01,77,025
December 1888	7,78,571	2,64,174	...	10,42,745
June 1889	53,73,655	26,37,284	...	80,10,939
December 1889 . . . . .	...	3,35,498	...	3,35,498
June 1890	62,09,943	26,12,555	...	88,22,498
December 1890 . . . . .	...	2,31,686	...	2,31,686
June 1891	1,03,78,016	31,79,971	...	1,35,57,987
December 1891 . . . . .	...	4,32,725	...	4,32,725
June 1892	76,27,013	32,98,109	...	1,09,25,122
December 1892 . . . . .	...	2,75,400	...	2,75,400
June 1893	58,62,262	39,97,617	...	98,59,879
December 1893 . . . . .	...	10,21,458	...	10,21,458
June 1894	60,80,662	43,29,467	...	1,04,10,129
December 1894 . . . . .	...	11,41,960	...	11,41,960
June 1895	32,40,722	50,60,959	1,12,099	84,13,780
December 1895 . . . . .	...	12,14,280	...	12,14,280
June 1896	43,06,515	37,10,596	...	80,17,111
December 1896 . . . . .	...	4,45,662	...	4,45,662
June 1897 . . . . .	...	19,03,090	1,82,678	20,85,768
December 1897 . . . . .	...	...	10,449	10,449
TOTAL	11,59,22,409	5,59,89,604	3,05,226	17,22,17,230
<i>Add—Guaranteed lines subsequently purchased by Government—</i>				
East Indian railway . . . . .	...	...	...	6,88,77,385
Eastern Bengal railway . . . . .	...	...	...	93,09,567
Sind, Punjab and Delhi railway . . . . .	...	...	...	2,96,825
South Indian railway . . . . .	...	...	...	2,92,112
TOTAL . . . . .	...	...	...	24,59,93,128

STATEMENT No. 29.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

YEAR.	Capital expended to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	83,910,587	2,846,800	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,056,071	4,651,088	695,017	...
1875 . . .	92,441,794	3,576,514	4,641,079	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,917	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,804
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
1880* . . .	65,907,288	2,662,213	3,263,179	600,960	...
1881 . . .	66,349,320	3,110,824	3,272,651	161,827	...
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
1885† . . .	66,558,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891|| . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . . .	45,137,155	3,012,611	2,148,725	...	863,886
1893 . . .	45,207,409	3,046,225	2,157,007	...	889,218
1894 . . .	45,276,701	2,886,556	2,160,536	...	726,020
1895 . . .	45,594,262	2,909,568	2,164,151	...	745,417
1896 . . .	45,912,510	2,739,964	2,167,939	...	572,025
1897 . . .	46,174,078	2,009,462	2,163,464	154,002	...

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sindh, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
|| South Indian railway ditto ditto.

STATEMENT No. 30.

Results of working the guaranteed railways and lines leased to or purchased from companies and worked by companies for the year ended 31st December 1897.

Classification No.	RAILWAY.	Capital cost.	Net Revenue, less contribution to Provident Fund.	Amount chargeable against net revenue under contract on account of interest.	Surplus for division as arrived at under terms of contract 4-5.	Company's share of profits for the year.	(e) Dividend earned by company including guaranteed interest.	Amount of interest charges to Government, sterling amounts being converted at average rate of exchange for official year.	Charges for land and cost of controlling establishment for guaranteed railways.	Total actual charges to Government for interest, surplus profits, etc., 7 + 9 + 10	Net result to Government, + gain, - loss.
1	2	3	4	5	6	7	8	9	10	11	12
				Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	{ £37,200,000 5,97,67,029 }	4,1,493,460	(b) 2,95,54,644	1,19,38,816	23,87,763	6 6 9	(b) 2,61,09,608	...	2,87,97,366	+1,26,96,094
II	BENGAL CENTRAL	1,17,36,810	4,89,686	5,36,809	...	(c) 1,22,422	5 1 4	5,26,500	...	6,48,922	-1,59,236
III	BENGAL-NAGPUR	13,04,58,784	29,79,559	51,35,240	...	...	4 0 0	48,82,570	...	48,82,570	-19,03,011
IV	INDIAN MIDLAND	9,77,91,421	24,06,666	42,53,892	...	...	4 0 0	40,48,537	...	40,48,537	-16,41,971
VI & XLI	RAJPUTANA-MAIWA	14,94,51,054	1,01,54,250	73,18,106	28,36,144	5,67,229	(c)	60,48,581	...	66,15,810	+35,38,440
XLIII	SOUTHERN MAHARATTA	9,67,12,838	27,79,211	42,62,886	...	(c) 6,34,803	{ 5 2 9 }	41,40,360	...	48,35,150	-20,55,953
XLV	MYSORE SECTION (SOUTHERN MAHARATTA)	1,51,99,757	8,00,124	7,75,708	...	(c) 2,00,031	{ 5 2 9 }	(d) 6,50,872	...	8,50,903	-50,779
XLVI	SOUTH INDIAN	{ £5,692,557 2,64,54,447 }	42,92,626	24,39,424	18,53,202	3,37,792	5 3 3	38,22,166	...	41,59,968	+1,32,668
XLVIII	ASSAM-BENGAL	6,37,67,400	72,214	21,29,030	...	...	3 10 0	22,08,648	...	22,08,618	-21,36,434
XLIX	BURMA	8,73,31,890	38,95,086	26,39,820	(g) 11,67,313	(g) 1,65,877	3 6 7	38,99,465	...	40,65,342	-1,70,256
	Guaranteed railways.										
XVIII	GREAT INDIAN PENINSULA	27,92,85,611	93,83,654	1,30,03,173	...	...	5 0 0	1,85,85,826	50,571	1,86,36,397	-92,52,743
XIX	BOMBAY, BARODA AND CENTRAL INDIA	10,63,10,220	61,70,202	47,72,179	{ 19,03,690 -2,05,067 }	9,51,545	6 5 9	68,05,495	46,851	78,03,801	-13,33,659
XX	MADRAS	12,15,01,808	60,15,541	58,22,414	1,93,127	96,564	5 0 2	83,20,454	64,191	84,81,2 9	-24,6,5668

(g) This column shows approximately the dividends earned by the Companies and not those actually distributed.

(h) Includes £35,500 for redemption of capital.

(i) The profits are paid over to the Bombay, Baroda and Central India Railway Company and are distributed among the shareholders of that company, and are included in the dividend quoted against the Bombay, Baroda and Central India railway.

(j) Net charge for interest after deducting the amount of interest recoverable from the Mysore Darbar, Rs. 97,928.

(k) Company receives one-fourth of the net revenue.

(l) The differences between the figures entered in this column and those given in chapters VIII and IX, statements Nos. 24, 28 and 36, are due to adjustments on account of outstandings recovered during the year.

(m) For 10 months ending 30th June 1897.

CHAPTER IX.

Details of revenue earnings and expenditure.

The summary of principal commodities in statement No. 31 on page 141 shows that the earnings from public traffic,

Public traffic. tabulated under thirty-two heads, amounted in 1897, on the standard and metre gauge railways, to Rs. 14,78,63,018. This, however, includes a sum of Rs. 1,77,79,124 on account of coal, railway plant and rolling-stock carried chiefly for foreign railways, which would for the most part contribute nothing to the profits if the lines were worked as one system. Excluding the above items, the balance (Rs. 13,00,83,894) is mainly accounted for under seven heads of country produce, *viz.*, cotton-raw, cotton-manufactured, grain and pulse, jute, oil-seeds, salt, and sugar, the earnings from which amounted to Rs. 8,25,39,107 or about 56 per cent. of the whole, leaving Rs. 4,75,44,787 as the earnings under the remaining twenty-three heads.

Grain and seeds traffic. 2. In grain and seeds, the most important traffic on Indian railways, there was an increase, compared with the preceding year, of 121,388 tons or 1.64 per cent., the actual figures being :

	Tons.
1896	7,402,826
1897	7,524,214

3. In wheat alone the total traffic over the entire system of standard and metre gauge railways was as follows:

	Quantity. Tons.	Earnings. Rs.
1896	*1,010,472	*61,85,518
1897	†1,102,318	†71,98,696

The quantities of wheat carried by the important exporting railways during the past seven years were as follows† :

Railways.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula	544,877	388,180	319,472	161,923	131,965	127,706	68,573
Bombay, Baroda and Central India	215,323	140,659	49,669	60,818	107,798	54,235	32,198
East Indian	405,193	357,026	166,007	233,028	237,421	141,042	211,912
North Western	716,152	344,958	385,531	543,580	581,449	262,793	336,196
TOTAL	1,881,545	1,230,823	920,679	999,349	1,058,633	585,866	615,879

The exports of wheat from the three chief ports during the same period are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :

Ports.	1891.	1892.	1893.	1894.	1895. (a)	1896. (a)	1897. (a)
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay	661,186	483,075	256,324	75,891	154,505	109,372	21,101
Calcutta	220,207	180,151	54,349	13,580	50,668	4,017	4,370
Kurrachee	524,809	263,376	263,923	298,524	356,488	49,058	53,914
TOTAL	1,406,202	926,602	574,596	387,995	561,611	162,447	79,385
Estimated outturn of wheat in India during each previous financial year, in tons	1890-91. 6,876,000	1891-92. 5,535,000	1892-93. 7,193,000	1893-94. 6,923,000	1894-95. 6,836,880	1895-96. 5,510,965	1896-97. 4,845,843
Percentage of exports on outturn	20.45	16.74	7.99	5.60	8.21	2.95	1.64

* Revised figures

† Including figures of the Jāmnagar railway for second-half 1897 only.

‡ In this table through-bookings are credited both to home and foreign lines, and the totals will in some cases therefore be greater than those shown for the traffic carried over entire system of railways.

(a) Including wheat flour.

The figures for the outturn are estimates only and are liable to considerable deviation from actuals. It will be observed that the figures show that while the amount of wheat carried by the four principal exporting railways in 1897 for local consumption did not vary very greatly from the normal, the amount exported was very much below the average owing to short crops and high prices.

4. The following paragraphs show the principal features in the working of Principal features of work- the standard and metre gauge railways during 1897 ing. as compared with the previous year. Statements giving detailed statistics for these railways will be found on pages 141 to 165.

East Indian Railway system (standard gauge.)

5. The mean mileage worked, including branch lines and lines worked over, was 1,922.63 miles against 1,919.45 miles worked in the previous year. The increase was due to the opening of the Salanpur branch and Sakrigali ghat branch extensions during the year.

The gross earnings increased from Rs. 5,57,02,226 to Rs. 6,07,13,989 or by Rs. 50,11,763, and as the working expenses* were Rs. 1,59,098 more only, the net earnings showed an increase of Rs. 48,52,664, having risen from Rs. 3,76,21,485 to Rs. 4,24,74,149.

There was a decrease of Rs. 4,49,467 under coaching traffic and an increase of Rs. 53,97,538 under goods traffic.

The decrease in the coaching earnings was chiefly due to the famine and plague, and to the year having been considered inauspicious for religious and marriage ceremonies by the Hindus. The principal increase under goods traffic occurred under "General merchandise," due to a heavy traffic in food-grains to places of scarcity, and under "Coal and coke carried for the public and foreign railways," export coal being chiefly accountable for the increase.

The principal fluctuations in the working expenses were decreases of Rs. 2,86,363 and Rs. 2,66,240 under "Maintenance of way, works and stations" and "Locomotive expenses," and increases of Rs. 93,123, Rs. 2,64,435 and Rs. 2,60,431 under "Carriage and wagon expenses," "Traffic expenses" and "Special and miscellaneous expenditure," respectively. The decrease under "Maintenance of way, works and stations" was mainly due to a smaller expenditure under "Maintenance and renewal of permanent-way;" and that under "Locomotive expenses" was chiefly due to the suspension of the arrangements under which a fixed number of locomotives were renewed yearly. The increase under "Carriage and wagon expenses" was chiefly due to heavy repairs of coaching and goods vehicles; that under "Traffic expenses" was due to the abnormally heavy traffic in food-grains, and the consequent employment of extra temporary staff, to the raising of the proportion of joint staff expenses from 25 to 33½ per cent., attributable to passing traffic, at Moghal Sarai and Aligarh junctions, to the additional staff required on the opening of new stations, to heavy traffic handled at Howrah, and to the transshipment of through goods at Cawnpore, Agra, Delhi, etc. The increase under "Special and miscellaneous expenditure" was chiefly due to arrear charges for water rates at Howrah, to the borrowing of more vehicles from foreign lines to meet the abnormal traffic, to larger payments to the Bengal-Nágpur railway arising from the coal traffic from collieries on that line, to increased payments for running powers and to the outlay on the school buildings at Mussoorie.

Bengal Central Railway (standard gauge.)

6. Compared with the results of 1896, the gross earnings increased from Rs. 9,33,266 to Rs. 11,38,199 or by Rs. 2,04,933, and as the working expenses were Rs. 61,979 more only, the net earnings showed an improvement of Rs. 1,42,954, having risen from Rs. 3,46,732 to Rs. 4,89,686.

Of the increase in the gross earnings, Rs. 72,993 were derived from coaching traffic, Rs. 61,599 from goods traffic, and Rs. 70,341 from sundries including telegraph.

* Including contribution to the Provident Fund.

The increase both in the coaching and goods traffic was due to a general development of the traffic and to the rates and fares having been adapted to the circumstances of the traffic; and that under sundries, to the increased receipts on account of mileage and demurrage of vehicles over foreign lines.

The principal fluctuations were an increase of Rs. 18,320 under "Locomotive expenses," a decrease of Rs. 22,078 under "Carriage and wagon expenses," and an increase of Rs. 44,546 under "Special and miscellaneous expenditure." The increase under "Locomotive expenses" and the decrease under "Carriage and wagon expenses" are the differences between the expenses incurred in the year under review and the amounts charged by the Eastern Bengal State railway in the previous year. The increase under "Special and miscellaneous expenditure" was chiefly due to the inclusion of charges for running powers and hire of rolling-stock paid to the Eastern Bengal State railway.

Bengal-Nágpur Railway (standard gauge).

7. Compared with the results of 1896, the gross earnings fell from Rs. 63,68,526 to Rs. 62,00,309 or by Rs. 1,68,217, and as the working expenses were Rs. 2,19,907 less, the net earnings increased by Rs. 51,690, having risen from Rs. 29,27,869 to Rs. 29,79,559.

Of the decrease in the gross earnings, Rs. 1,99,045 were under coaching traffic and Rs. 31,693 under goods traffic. There was, however, an increase of Rs. 63,402 under sundries, chiefly derived from the hire of rolling-stock realized from the Eastern Bengal State and the Bengal Central railways and from the Sini-Midnapore-Calcutta-Cuttack extensions.

The decrease in the coaching earnings was partly due to a smaller number of pilgrims having travelled to Allahabad and Benares during the Magh *Mela*, partly to a falling off in the third class local and through traffic on account of the famine, and partly to a smaller number of cooly emigrants having been booked to tea plantations in Assam. The decrease in the goods traffic was due to a considerable falling off in the grain traffic, owing to a failure of crops in the Central Provinces and Bengal.

The principal fluctuations in the working expenses were decreases of Rs. 84,852 and Rs. 1,14,275, under "Maintenance of way, works and stations" and "Locomotive expenses," respectively. The decrease under "Maintenance of way, works and stations" was chiefly due to less relaying of permanent-way on the Katni-Umaria section and of ballast in the Bilaspur and Chakardharpur districts; and that under "Locomotive expenses," to the replacement during the previous year of two locomotive boilers and nine crank axles, to the adjustment in 1896 of arrear charges by the Great Indian Peninsula railway in connection with shunting at Nágpur, and to the debit of charges for shunting at joint stations to abstract G instead of to abstract B as hitherto.

Indian Midland Railway system (standard gauge).

8. The mean mileage worked during 1897 was 944.82 miles against 941.53 miles worked in the previous year. The increase was due to the temporary opening for goods traffic from the 1st April to the 11th June 1897 of the Saugor-Katni extension from Saugor to Garakota Road (16 miles).

The gross earnings increased from Rs. 58,37,258 to Rs. 64,47,857 or by Rs. 6,10,599, and as the working expenses were Rs. 2,21,234 more only, the net earnings showed an improvement of Rs. 3,89,365, having risen from Rs. 24,48,794 to Rs. 28,38,159.

There was a decrease of Rs. 8,976 under coaching traffic, and an increase of Rs. 6,13,329 under goods traffic.

The decrease in the coaching traffic is ascribed to agricultural depression and to the restrictions imposed on the passenger traffic on account of the plague. The principal increase under goods traffic occurred under "General merchandise," due to the importation of wheat and other grains into the famine-stricken districts served by this railway, to the increased demand for oil seeds in Bombay for export to Europe, to the cross traffic in salt from stations on the Rajputana-Malwa railway to those on the Great Indian Peninsula and the East Indian railways *via* Itársi and Mánikpur, respectively, and to the heavy traffic

in Mauritius sugar from Bombay to Cawnpore. There was, however, a decrease under "Cotton, raw," due to a smaller demand for consumption in Bombay, owing to the stoppage of works in the mills on account of the plague and to a smaller export traffic in the commodity.

The principal increases in the working expenses were Rs. 1,25,100, Rs. 30,299 and Rs. 32,243 under "Locomotive expenses," "Carriage and wagon expenses" and "Traffic expenses," respectively. The increase under "Locomotive expenses" was due to the greater consumption of fuel, owing to the increased mileage run, to the greater quantity of Bengal coal used, to the heavy repairs to boilers, etc., and to the carriage of a larger quantity of coal; that under "Carriage and wagon expenses," to heavier repairs and renewals of vehicles, to the increased train-mileage run and to the increased consumption and enhanced price of castor oil; and that under "Traffic expenses," to the increased train-mileage run, to the grant of compensation for dearness of food-grains and to the employment of extra station and train staff for handling the increased goods traffic.

Godhra-Rullam-Nāgdā Railway (standard gauge).

9. Compared with the results of 1896, the gross earnings decreased from Rs. 12,95,025 to Rs. 10,73,390 or by Rs. 2,21,635, and as the working expenses were Rs. 33,277 less only, the net earnings showed a decrease of Rs. 1,88,358, having fallen from Rs. 4,86,650 to Rs. 3,00,292.

Of the decrease in the gross earnings, Rs. 3,283 were due to coaching traffic and Rs. 2,03,910 to goods traffic.

The decrease in the coaching traffic was mainly due to the measures introduced to restrict the movement of passengers from the areas affected by the plague, and that under goods traffic was chiefly due to a falling off in the traffic under "Grain and pulse" and "Oil-seeds."

The principal fluctuations in the working expenses were an increase of Rs. 30,905 under "Maintenance of way, works and stations" and a decrease of Rs. 60,292 under "Locomotive expenses." The increase under "Maintenance of way, works and stations" was principally due to the increased expenditure incurred on maintenance and renewal of permanent-way and repairs of stations and buildings; while the decrease under "Locomotive expenses" was chiefly due to a smaller consumption of English coal.

Bezwada extension (East Coast State Railway) (standard gauge).

10. Compared with the results of 1896, the gross earnings increased from Rs. 1,54,322 to Rs. 1,66,800 or by Rs. 12,478, and as the working expenses were Rs. 5,671 less, the net earnings showed an improvement of Rs. 18,149, having risen from Rs. 38,496 to Rs. 56,645.

The number of passengers carried was 177,317 against 172,817 in the previous year, while the earnings therefrom were Rs. 22,579 against Rs. 31,426.

The total tonnage of goods carried was 158,260 tons against 144,268 tons, and the earnings therefrom were Rs. 1,30,804 against Rs. 1,20,226 in the previous year.

This line is worked by the Nizam's Guaranteed State railway.

North Western State Railway (standard gauge).

11. The mean mileage worked, including the Jammu and Kashmir railway (Native state section) and lines worked over, but excluding the Hyderabad-Shadipalli, the Rājputra-Bhātinda and the Southern Punjab (Delhi-Samāsata) railways, was 2,813.13 miles against 2,573.67 miles in the previous year. The increase was due to the opening of the Kotri-Rohri chord line and the Mushkaf-Bolan railway.

The gross earnings increased from Rs. 2,94,41,750 to Rs. 3,29,28,933 or by Rs. 34,87,183, and as the working expenses were Rs. 3,61,775 more only, the net earnings showed an increase of Rs. 31,25,408, having risen from Rs. 1,18,86,409 to Rs. 1,50,11,817.

Of the increase in the gross earnings, Rs. 13,70,409 were in coaching traffic and Rs. 18,10,996 in goods traffic.

The increase in the coaching traffic was mainly under "Military baggage," "Military carriages, horses, dogs," and "Parcels", owing to the military operations on the North-West Frontier. The increase in the goods traffic chiefly occurred under "Grain and pulse," "Military stores" and "Military live-stock", principally due to the famine, and to a large quantity of military stores and number of horses, cattle and sheep, etc., conveyed to the frontier.

The principal fluctuations in the working expenses were an increase of Rs. 4,65,754 under "Locomotive expenses," a decrease of Rs. 3,75,259 under "Carriage and wagon expenses" and an increase of Rs. 1,33,715 under "Traffic expenses." The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel and other stores, owing to the additional train-mileage run; the decrease under "Carriage and wagon expenses" was mainly due to less outlay on repairs and renewals, partly of coaching, but chiefly of goods vehicles; and the increase under "Traffic expenses" was chiefly due to the opening of new lines.

The following statement compares the North Western State railway earnings from passenger and parcels traffic in connection with the through-booking arrangements to and from Europe during the years 1896 and 1897:

	PREVIOUS YEAR.		1897.	
	Number or Weight.	Amount.	Number or Weight	Amount.
<i>From India to England.</i>	No.	Rs.	No.	Rs.
1st class passengers	112	6,278	63	3,568
2nd class passengers	29	853	23½	661
3rd class passengers	1	13	1	10
Luggage	Tons 1·719	263	Tons 1·971	302
Parcels	„ 3 515	793	„ 2·419	684
Dogs . . . . .	...	...	No. 1	10
Total . . . . .	...	8,200	...	5,235
<i>From England to India.</i>				
1st class passengers	57½	3,813	4½	242
2nd class passengers	12	390	1	34
3rd class passengers . . . . .	...	...	...	...
Luggage	Tons 4·043	623	...	...
Parcels	„ 0·246	58	Tons 0·295	67
Total . . . . .	...	4,884	...	343

Hyderabad-Shadipalli Railway (standard gauge).

12. Compared with the results of 1896, the gross earnings increased from Rs. 1,57,503 to Rs. 2,05,182 or by Rs. 17,679, and as the working expenses were Rs. 22,612 more, the net earnings showed a decrease of Rs. 4,963, having fallen from Rs. 61,376 to Rs. 59,413.

The increase in the gross earnings was entirely under goods traffic, and was mainly due to the increased traffic in "Grain and pulse."

The line is worked by the North Western State railway.

Oudh and Rohilkhand State Railway system (standard and metre gauges).

13. The mean mileage worked during the year was 878·09 miles against 801·10 miles worked in the previous year. The increase was mainly due to the Najíbabád-Kotdwára branch (15·19 miles) and the Burhwal-Daliganj section (34·57 miles) having been worked throughout the year, and to the opening of the Aishbagh-Cawnpore section (44·44 miles) from the 25th April 1897.

The gross earnings decreased from Rs. 86,97,076 in 1896 to Rs. 85,15,855 or by Rs. 1,81,221, but as the working expenses were Rs. 4,72,908 more, the net earnings showed a decrease of Rs. 6,54,129, having fallen from Rs. 43,50,907 to Rs. 36,96,778.

Of the decrease in the gross earnings, Rs. 94,868 were due to coaching traffic and Rs. 2,83,889 to goods traffic. There was, however, an increase of Rs. 1,97,537 under sundries, chiefly derived from the hire of locomotives and rolling-stock lent to foreign lines.

The decrease in the coaching earnings was chiefly due to the famine, which pressed very heavily on the people of these provinces, and to the restrictions imposed on the passenger traffic on account of the plague. While that in the goods earnings was principally due to the general distress which prevailed in consequence of the famine and the failure of both the *khari* and *rabi* crops, to fewer ballast trains run in connection with works chargeable to capital, and to less carriage of coal for the Locomotive department, owing to the reduced train-mileage run and to smaller imports by the local Paper mills and Water works at Lucknow, owing to enhanced prices.

The principal increases in the working expenses were Rs. 50,747 under "Maintenance of way, works and stations," Rs. 2,69,426 under "Locomotive expenses," Rs. 36,043 under "Carriage and wagon expenses," and Rs. 1,04,053 under "Special and miscellaneous expenditure."

The increase under "Maintenance of way, works and stations" was due to the additional mean mileage maintained, to re-ballasting the line with shingle ballast, to re-timbering the Cawnpore bridge, to the protection works at the Gurráh and Ramgunga bridges, and to the heavy expenditure on the renewal of weak girders. The increase under "Locomotive expenses" was mainly due to the renewals of engines; that under "Carriage and wagon expenses," to the special repairs and renewals of vehicles; while that under "Special and miscellaneous expenditure" was chiefly due to an increase in the charges for mileage and demurrage, and to the payments to the Bengal and North-Western and the Rohilkund and Kumaon railways on account of share of metre gauge link.

Eastern Bengal State Railway system (standard, metre and special gauges).

14. The mean mileage worked during the year was 816·74 miles against 814·14 miles worked in the previous year. The increase was due to the length from Bhydea junction to Borat, 3·49 miles, which was erroneously shown as a siding in 1896, having been added to the main line during the year.

The gross earnings decreased from Rs. 1,50,81,671 in 1896 to Rs. 1,47,62,233 or by Rs. 3,19,438, but as the working expenses were Rs. 6,15,855 more, the net earnings showed a decrease of Rs. 9,35,293, having fallen from Rs. 90,02,286 to Rs. 80,66,993.

Of the decrease in the gross earnings, Rs. 2,91,607 were due to coaching traffic and Rs. 1,14,950 to goods traffic. There was, however, an increase of Rs. 87,120 under sundries, including electric telegraph and steam-boat, chiefly due to a number of wagons hired out to the East Indian and Bengal Central railways and to increased payments received on account of running power charges from the above mentioned railways.

The decrease in the coaching earnings was chiefly due to the stoppage of booking on certain portions of the line in consequence of the damages done to it by the earthquake of the 12th June 1897. The decrease in the goods earnings was principally due to less despatches of gram and pulse, in consequence of a deficient production of the *rabi* crops in the districts of Nuddea, Jessore, and Khoolna, and to the falling off of the salt traffic. There were also less despatches of rice from Calcutta, Chitpore, Dinagepore and the East Indian rail-

way *via* Naihati and Manihari Ghat, to the districts of Nuddea, Faridpur, Dacca, Jalpaiguri and Darjeeling, and from Hili and Chorkai to Sara Ghat, on the Northern section to the Pubna and Rajshahye districts, in which districts insufficient crops in the previous year led to a large import traffic.

The principal fluctuations in the working expenses were increases of Rs. 1,22,607 and Rs. 2,94,833 under "Maintenance of way, works and stations" and "Locomotive expenses," a decrease of Rs. 90,524 under "Carriage and wagon expenses," and increases of Rs. 71,487, Rs. 58,180 and Rs. 1,24,917 under "Traffic expenses," "General charges" and "Special and miscellaneous expenditure," respectively. The increase under "Maintenance of way, works and stations" was mainly due to the laying of more Denham-Olphert's sleepers, to repairs to the damages caused by the earthquake, to the issue of more materials for maintenance purposes, and to the dismantling of the middle platform and rebuilding of two new platforms in its place at the Sealdah station; and that under "Locomotive expenses," chiefly due to the erection of six locomotive engines. The decrease under "Carriage and wagon expenses" was owing to heavy repairs and renewals both of coaching and goods vehicles during the previous year. The increases under "Traffic expenses" and "General charges" were principally due to less reduction in the expenditure during the year under review than credits received for working the Bengal Central railway in 1896, to the re-organisation of the District Traffic Superintendent's office at Sealdah, to the employment of extra station and train staff, and to an increase under "Salaries of Indian management, including offices." The increase under "Special and miscellaneous expenditure" was chiefly due to the adjustment in 1897 of the mileage and demurrage charges for wagons hired from the Oudh and Rohilkhand State railway during 1896, to the payment of mileage and demurrage to the Bengal Central railway, and to the hire of 12 locomotive engines from the Oudh and Rohilkhand State railway.

Calcutta Port Commissioners' Railway (standard gauge).

15. Compared with the results of 1896, the gross earnings decreased from Rs. 4,41,434 to Rs. 3,93,528 or by Rs. 47,906, and as the working expenses were more by Rs. 22,650, the net earnings showed a decrease of Rs. 70,556, having fallen from Rs. 2,19,264 to Rs. 1,48,708. The sources of income were goods and sundries.

The earnings under goods traffic decreased from Rs. 4,00,640 to Rs. 3,51,798, and was mostly due to less receipts from grain and pulse, jute and metals, while those under sundries increased from Rs. 40,794 to Rs. 41,730.

The principal increases in the working expenses were Rs. 11,018, Rs. 4,918, and Rs. 4,550 under "Maintenance of way, works and stations," "Carriage and wagon expenses," and "Traffic expenses" respectively. The increase under "Maintenance of way, works and stations," chiefly occurred under "Maintenance and renewal of permanent-way," "Repairs to bridges and tunnels," and "Repairs of stations and buildings;" and that under "Carriage and wagon expenses" under "Repairs of goods vehicles". The increase under "Traffic expenses" was partly under "General superintendence" and partly under "Station staff", on account of a portion of the handling charges of the previous year having been adjusted in 1897.

East Coast State Railway (standard gauge).

16. The mean mileage worked during the year was 534.03 miles against 483.87 miles worked in the previous year. The increase was due to the opening of the section from Bhubaneswar to Barang and the Puri branch from the 1st February 1897 and the Bezwada-Kistna canal junction from the 15th July 1897.

The gross earnings increased from Rs. 24,05,423 to Rs. 28,57,288 or by Rs. 4,51,865, and as the working expenses were Rs. 1,12,600 more only, the net earnings showed an improvement of Rs. 3,39,265, having risen from Rs. 5,29,705 to Rs. 8,68,970.

Of the increase in the gross earnings, Rs. 1,32,099 were derived from coaching traffic, Rs. 1,33,754 from goods traffic and Rs. 1,62,489 from sundries.

The increase in the coaching traffic was chiefly due to the additional mileage worked and to the development of traffic. The increase under goods traffic occurred principally under "Grain and pulse," "Metals" and "Railway plant and rolling-stock carried for the public and foreign railways", and was due to the famine, to larger export of Manganese ore to England and to the carriage of materials for the Bezwada-Madras and Bengal-Nágpur railways. The comparative increase in goods traffic would have been still more had it not been for the heavy decrease in "Oil seeds", owing to the failure of crops, and in the carriage of railway materials for "Home line construction" and "Revenue stores", due to the completion of construction works and to the ballast train charges on open line having been debited to Capital instead of to Revenue. The increase under sundries was principally due to the locomotive and vehicles lent to the Bezwada-Madras and Bengal-Nágpur railways.

The principal fluctuations in the working expenses were a decrease of Rs. 59,996 under "Maintenance of way, works and stations," and increases of Rs. 47,881, Rs. 37,871 and Rs. 79,891 under "Locomotive expenses," "Traffic expenses" and "General charges," respectively. The decrease under "Maintenance of way, works and stations" was due to ballast train charges having been debited to capital during the first-half of 1897; and the increases under "Locomotive expenses", "Traffic expenses" and "General charges" were chiefly due to the increased traffic, to the extra mileage opened, and to the establishment charges under "General charges" having been wholly debited to Revenue since April 1897.

Great Indian Peninsula Railway system (standard gauge).

17. The mean mileage worked during the year was 1,491·31 against 1,490·35 miles worked in the previous year. The increase was due to the opening of the extension of the Mohpani branch to Gotitoria on the 22nd November 1896.

The gross earnings decreased from Rs. 3,44,19,629 in 1896 to Rs. 2,84,32,404 or by Rs. 59,87,227, and as the working expenses were Rs. 38,973 more, the net earnings showed a decrease of Rs. 60,26,200, having fallen from Rs. 1,54,20,597 to Rs. 93,94,397.

Of the decrease in the gross earnings, Rs. 18,30,342 were due to coaching traffic and Rs. 40,96,043 to goods traffic.

The decrease in the coaching traffic occurred mainly under third class, and was mainly due to the restrictions imposed on the passenger traffic on account of the plague in the Bombay Presidency. The famine conditions also curtailed the movement of ordinary passengers.

The decrease in the goods earnings was chiefly under "Cotton," "Grain and pulse," and "Oil-seeds." The decrease under "Cotton" was partly due to the failure of crops in the Berars and partly to smaller area under cultivation of this commodity. The decrease under "Grain and pulse" and "Oil-seeds" was entirely due to the failure of crops owing to scanty rainfall.

The principal fluctuations in the working expenses were decreases of Rs. 1,36,625, Rs. 3,68,084 and Rs. 1,35,804 under "Maintenance of way, works and stations," "Locomotive expenses," and "Rent of leased lines," respectively, and an increase of Rs. 7,01,351 under "Carriage and wagon expenses." The decrease under "Maintenance of way, works and stations" was due to the extraordinary expenditure incurred in 1896 in connection with the restoration of the bridges destroyed by floods; that under "Locomotive expenses," to the almost entire use of Indian coal and also to the improvement in the rate of exchange; and that under "Rent of leased lines," to less traffic worked on state lines. The increase under "Carriage and wagon expenses" was chiefly due to debits in connection with the replacement of Cammell's axles.

Bombay, Baroda and Central India Railway (standard gauge).

18. Compared with the results of 1896, the gross earnings decreased from Rs. 1,62,03,932 to Rs. 1,42,61,293 or by Rs. 19,42,639, and as the working expenses* were Rs. 4,98,021 more, the net earnings decreased by Rs. 24,30,660, having fallen from Rs. 89,00,862 to Rs. 64,70,202.

* Including contribution to the Provident Fund.

Of the decrease in the gross earnings, Rs. 12,83,807 were due to coaching traffic and Rs. 8,41,747 to goods traffic.

The decrease in the coaching traffic was chiefly due to the restrictions imposed on account of the plague in the Bombay Presidency; and that under goods traffic, chiefly to the falling off in the traffic in "Cotton, raw," "Grain and pulse" and "Oil-seeds," from Broach and stations between Surat and Ahmedabad and from the Anand-Godhra branch and the Rajputana-Malwa and Godhra-Rutlam-Nagdā railways to Bombay.

The principal fluctuations in the working expenses were an increase of Rs. 4,31,835 under "Maintenance of way, works and stations", a decrease of Rs. 2,25,743 under "Locomotive expenses," and an increase of Rs. 3,36,487 under "Carriage and wagon expenses." The increase under "Maintenance of way, works and stations" was chiefly due to the renewal of the Warren girder bridges and to more extensive renewals of permanent-way material. The decrease under "Locomotive expenses" was partly due to the decrease in the number of engines repaired, partly to a reduction in the quantity of English coal used and in the price paid for Indian coal and partly to small issues of English stores and to a favourable rate of exchange. The increase under "Carriage and wagon expenses" was entirely on account of extensive renewals of the coaching and goods stock, specially of the latter.

Madras Railway system (standard gauge).

19. The mean mileage worked during the year 1897 was 857·68 miles against 856·47 miles in the previous year. The increase was due to the Madras-Ennūr section of the Bezvada-Madras railway, which was opened on the 27th February 1896, having been worked for the whole year.

The gross earnings increased from Rs. 1,10,96,897 in 1896 to Rs. 1,17,38,011 or by Rs. 6,41,144, and as the working expenses were Rs. 16,056 less, the net earnings showed an improvement of Rs. 6,57,200, having risen from Rs. 54,58,773 to Rs. 61,15,973.

The earnings from coaching traffic decreased by Rs. 25,620, whereas those from goods traffic increased by Rs. 6,53,963.

The decrease in the coaching earnings was chiefly due to the reduction in the third class passenger fare; and that under goods, to the increase under "Coal and coke carried for the public and foreign railways," and under "Grain and pulse," mainly due to the increase in local traffic and in the traffic from Madras railway stations to the Great Indian Peninsula railway and the north *viâ* Raichur.

The principal fluctuations in the working expenses were an increase of Rs. 25,310 under "Locomotive expenses" and decreases of Rs. 12,759 and Rs. 33,391 under "Carriage and wagon expenses" and "Traffic expenses," respectively. The increase under "Locomotive expenses" was chiefly due to a larger consumption of fuel. The decrease under "Carriage and wagon expenses" was chiefly due to less repairs to vehicles; and that under "Traffic expenses" to the lower charges for loss by exchange and to the original cost of oil lamps, which have been replaced by gas, having been charged off in the first-half of 1896.

Southern Punjab Railway (standard gauge).

20. The length of the line is 399·80 miles, but the mean mileage worked during the year was 56·96 miles, the line having been opened from 10th November 1897.

The gross earnings amounted to Rs. 1,03,641, and the working expenses to Rs. 53,893, leaving Rs. 49,748 as net earnings.

The line is worked by the North Western State railway.

The Nizam's Guaranteed State Railway system (standard gauge).

21. Compared with the results of 1896, the gross earnings of the entire system increased from Rs. 34,57,844 to Rs. 37,77,155 or by Rs. 3,19,311, but as the working expenses* increased by Rs. 1,00,986, the net earnings

* Including contribution to the Provident Fund, but excluding rent paid for the lease of the Bezvada extension (East Coast State railway).

showed an improvement of Rs. 2,18,325 only, having risen from Rs. 18,01,252 to Rs. 20,19,577.

The principal variations in the gross earnings were a decrease of Rs. 62,549 under coaching traffic and an increase of Rs. 3,90,783 under goods traffic.

The decrease in the coaching traffic was chiefly due to the plague, poverty and loss of trade caused by the famine; whereas the increase in the goods traffic was chiefly due to larger despatches of coal to Wádi and places beyond, and to larger consignments of rice from the East Coast State railway and Bezwada to Yállandu, Hyderabad, Secunderabad, Tándúr and foreign lines *viâ* Wádi.

The principal increases in the working expenses were Rs. 49,310, Rs. 26,791 and Rs. 24,340 under "Maintenance of way, works and stations," "Locomotive expenses," and "Special and miscellaneous expenditure," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to the outlay on special renewals of permanent-way of the Wádi-Secunderabad section and the mineral branch; that under "Locomotive expenses," to the consumption of a larger quantity of coal owing to the increased train-mileage run; and that under "Special and miscellaneous expenditure," to the payment of increased mileage and demurrage charges to the Great Indian Peninsula railway for the use of their wagons required to meet the heavy traffic in coal.

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Nágdá-Ujjain Railway (standard gauge).

22. The mean mileage worked during the year 1896 was 34·67 miles against 16·10 miles worked in the previous year. The increase in the gross earnings due to the working of the line, which was opened on the 15th July 1896, throughout the year. No comparison can be made with the previous year, as the line was only opened to traffic in the second-half of 1896.

The gross earnings for the year amounted to Rs. 1,04,639 and the working expenses to Rs. 56,883, leaving Rs. 47,756 as net earnings.

The number of passengers carried was 104,965 and the total earnings from coaching traffic Rs. 35,422.

The weight of goods lifted was 35,218 tons and the earnings therefrom Rs. 68,652, which were chiefly derived from "General merchandise."

The line is worked by the Bombay, Baroda and Central India railway.

The Gaekwar's Pettád Railway (standard gauge).

23. Compared with the results of 1896, the gross earnings decreased from Rs. 1,17,540 to Rs. 64,737 or by Rs. 52,803, and as the working expenses were Rs. 3,902 less only, the net earnings showed a decrease of Rs. 48,901, having fallen from Rs. 82,847 to Rs. 33,946.

Of the decrease in the gross earnings, Rs. 19,014 were in coaching earnings and Rs. 34,010 in goods earnings.

The decrease in the coaching earnings was due to a falling off in the third class passenger traffic; and that in the goods traffic to a credit of Rs. 32,507 in 1896 for terminal charges relating to previous years.

The line is worked by the Bombay, Baroda and Central India railway.

Rájpura-Bhátinda Railway (standard gauge).

24. Compared with the results of 1896, the gross earnings decreased from Rs. 9,97,826 to Rs. 6,96,926 or by Rs. 3,00,900, but as there was a reduction of Rs. 1,65,495 in the working expenses, the net earnings showed a decrease of Rs. 1,35,405 only, having fallen from Rs. 4,49,022 to Rs. 2,13,617.

Of the decrease in the gross earnings, Rs. 15,185 were due to coaching traffic and Rs. 2,87,089 to goods traffic.

The decrease in the coaching traffic occurred mainly under third class passengers, who restricted their journeys on account of the famine; while that in the goods traffic is said to have mainly occurred under "Grain and pulse," Rs. 2,44,265, due to the famine, and under "Railway materials for the

public and foreign railways," Rs. 26,093, due to the approaching completion of the Southern Punjab railway.

The line is worked by the North Western State railway.

Bengal and North-Western Railway system (metre gauge).

25. The mean mileage worked during the year 1897 was 815·65 miles against 760·47 miles in the previous year. The increase was due to the Jarwal Road-Burhwal, Gonda-Bálrampur, Nanpara-Jangal-Motipur and Bhatni-Bhágampur-Gogra branches having been worked throughout the year, and to the opening of the Salimpur-Burháj branch (12·77 miles) from the 1st December 1897.

The gross earnings increased from Rs. 57,87,067 to Rs. 59,93,826 or by Rs. 2,06,759, but as the working expenses were Rs. 79,352 more only, the net earnings showed an improvement of Rs. 1,27,407, having risen from Rs. 32,42,246 to Rs. 33,69,653.

The earnings from coaching traffic increased by Rs. 1,15,467, whereas from goods traffic they decreased by Rs. 43,831, but there was an increase of Rs. 1,35,125 under sundries, chiefly derived from steam-boat earnings, and mainly due to the increased quantity of merchandise carried *via* Mokameh and Digha ghats, and to the amount realised from tolls on the pile bridge at Bahramghat.

The increase in the coaching earnings was mainly owing to the increased mileage worked and to the attendance at *melas* held at Sonapore and Ajodhya; while the decreased goods earnings, was chiefly due to the failure of the rice crop in the Bar. The Gonda districts, and to the stoppage of exports from Nepal.

The principal fluctuations in the working expenses were an increase of Rs. 39,578 under "Maintenance of way, works and stations," a decrease of Rs. 19,697 under "Carriage and wagon expenses," and increases of Rs. 20,168, Rs. 23,363 and Rs. 21,432 under "Traffic expenses," "Steam-boat service" and "Special and miscellaneous expenditure," respectively. The increase under "Maintenance of way, works and stations" was chiefly due to the carriage of more revenue stores for relaying the line with steel rails; the decrease under "Carriage and wagon expenses" was due to less repairs to vehicles and to fewer axles having been put in. The increase under "Traffic expenses" was due to the employment of additional station and train staff and to the increased charges for fuel and lighting on account of the additional mileage opened; and that under "Steam-boat service", to increased loading and unloading charges, to the heavier consumption of stores owing to increased traffic, and to a large credit in 1896 on account of stores returned to stock. The increase under "Special and miscellaneous expenditure" was chiefly due to the changes in the site of the Bahramghat ferry to meet the requirements of the permanent Gogra bridge, to the employment of trolleys for traffic requirements, to the engagement of extra staff and boats during the rains, and to the provision made to meet loss and depreciation on stores.

Rajputana-Malwa Railway (metre gauge).

26. Compared with the results of 1896, the gross earnings fell from Rs. 1,97,25,977 to Rs. 1,84,74,358 or by Rs. 12,51,619, but as the working expenses were less by Rs. 1,39,313 only, the net earnings decreased by Rs. 11,12,306, having fallen from Rs. 1,09,76,727 to Rs. 98,64,421.

Of the decrease in the gross earnings, Rs. 10,13,831 were in the passenger traffic and Rs. 2,46,365 in the goods traffic.

The decrease in the coaching earnings was partly due to the prevalence of famine, partly to the season being considered unpropitious for Hindu marriages, and partly to the restrictions imposed on account of the plague, while that under goods traffic occurred under "Oil-seeds," due to a fall in the traffic forwarded *via* Sábarmati and Godhra; under "Railway materials for construction," due to a decrease in the number of ballast trains run on the Godhra-Rutlam-Nágdá railway and to the carriage of a smaller quantity of materials for that line; and under "Coal for revenue department," due to conveyance of less coal.

The principal fluctuations in the working expenses were an increase of Rs. 1,73,501 under "Maintenance of way, works and stations", decreases of Rs. 3,11,557 and Rs. 50,937 under "Locomotive expenses" and "Carriage and wagon expenses", respectively, and an increase of Rs. 40,603 under "Traffic expenses." The increase under "Maintenance of way, works and stations" was partly due to the payment of grain compensation allowance to the menial staff, partly to the heavy expenditure on relaying the line with 50 lb. rails and partly to a larger credit in 1896 for materials returned to stock. The decrease under "Locomotive expenses" was due to the less train-mileage run and to the carriage of a smaller quantity of coal; and that under "Carriage and wagon expenses," to less outlay incurred on renewals. The increase under "Traffic expenses" was partly due to the payment of grain compensation allowance, and partly to an increase in the rate for castor oil.

Pálanpur-Deesa Railway (metre gauge).

27. Compared with the results of 1896, the gross earnings fell from Rs. 51,629 to Rs. 43,264 or by Rs. 8,365, but as the working expenses were lower by Rs. 2,319, the falling off in the net earnings was only Rs. 6,046, having fallen from Rs. 29,172 to Rs. 23,126.

Of the decrease in the gross earnings, Rs. 8,342 were in the coaching traffic, mainly due to the restrictions imposed on account of the plague.

The line is worked by the Bombay, Baroda and Central India railway.

Southern Mahratta Railway system (metre gauge).

28. Compared with the results of 1896, the gross earnings increased from Rs. 91,62,980 to Rs. 94,08,260 or by Rs. 2,45,280, and as the working expenses were Rs. 1,71,435 more, the net earnings showed an improvement of Rs. 73,845 only, having risen from Rs. 39,68,777 to Rs. 40,42,622.

The principal variations in the gross earnings were a decrease of Rs. 5,26,649 under coaching traffic, and an increase of Rs. 7,88,732 under goods traffic.

The decrease in the coaching traffic was chiefly due to a large falling off in the number of third class passengers owing to the plague restrictions.

The increase in the goods traffic was mainly due to the heavy exports of food-grains, chiefly jawar and other grains, from the Mysore Province to the Poona and Bijápur branches and to the Kolhápúr State railway. There were, however, large decreases under "Cotton," "Wheat" and "Oil-seeds," due in a great measure to the failure of crops and the consequent fall in the bookings with foreign lines, chiefly *viá* Poona and Hotgi.

The principal increases in the working expenses were Rs. 1,19,048 under "Locomotive expenses" and Rs. 45,188 under "General charges." The increase under "Locomotive expenses" was chiefly due to an increase in the train-mileage run and to the carriage of a large quantity of fuel for consumption; and that under "General charges" was entirely due to the payment to Government of the Company's share of the cost of police employed on the ceded portions of the Mysore railway from March 1896 to December 1897, and arrear charges for the detective police employed on the line within the Madras Presidency.

South Indian, including the Pondicherry Railway (metre gauge).

29. Compared with the results of 1896, the gross earnings increased from Rs. 89,85,262 to Rs. 92,18,001 or by Rs. 2,32,739, and as the working expenses were Rs. 46,000 less only, the net earnings showed an improvement of Rs. 2,78,739, having risen from Rs. 40,53,149 to Rs. 43,31,888.

The variations in the gross earnings were an increase of Rs. 2,25,012 in the coaching traffic, a decrease of Rs. 1,66,110 in the goods traffic, and an increase of Rs. 1,73,837 in sundries including telegraph.

The increase in the coaching traffic was chiefly due to a general development of the passenger traffic and to the *Mahamagam* festival at Kumbakônám in February, which occurs once in twelve years. The decrease in the goods

traffic was chiefly under "Grain and pulse," "Oil-seeds," "Provisions" and "Sugar," due to smaller imports of rice in the husk from Tanjore, South Arcot and Trichinopoly, and to the smaller exports of provisions and oil-seeds from the Pákalá-Dharmavaram section owing to the failure of crops for want of rain. There was, however, a large increase under "Railway plant and rolling-stock," due to the carriage of materials for the Bezvada-Madras railway. The increase under "Sundries" was chiefly due to the hire of engines and vehicles realised from the Bezvada-Madras and Káraikkal-Peralam railways, to credits on account of the Káraikkal-Peralam railway administrative charges, and to the profit on sale of capital and revenue stores.

The principal fluctuations in the working expenses were an increase of Rs. 53,623 under "Maintenance of way, works and stations," decreases of Rs. 78,952 and Rs. 47,673 under "Locomotive expenses" and "Carriage and wagon expenses," respectively, an increase of Rs. 46,050 under "Traffic expenses" and a decrease of Rs. 16,266 under "General charges." The increase under "Maintenance of way, works and stations" was chiefly due to renewals with 50 lb. rails, to the addition of tie-bars and to the substitution of cast-iron cushions for pot sleepers and wooden cushions. The decrease under "Locomotive expenses" was mainly due to the reduction of expenditure under carriage of revenue stores, to the light repairs to locomotives and to a reduction in the issue rate of coal per ton; while that under "Carriage and wagon expenses" was chiefly due to smaller repairs and renewals of vehicles and to the payment made to the Madras railway in the first-half of 1896 for reconstruction of 25 third class carriages. The increase under "Traffic expenses" was chiefly due to the introduction of a graded scale of pay for the station staff, to the appointment of European station masters at certain stations, and to the greater cost and increased consumption of kerosine oil owing to the introduction of a night train service on the Erode branch. The decrease under "General charges" was chiefly due to a special debit to working expenses in 1896 for the value of medicines on hand.

Máyavaram-Mutupet Railway (metre gauge).

30. Compared with the results of 1896, the gross earnings increased from Rs. 2,47,772 to Rs. 2,66,082 or by Rs. 18,310, and as the working expenses were Rs. 6,176 more, the net earnings showed an improvement of Rs. 12,134, having risen from Rs. 99,362 to Rs. 1,11,496.

Of the increase in the gross earnings, Rs. 10,977 were derived from coaching traffic and Rs. 7,130 from goods traffic.

The increase in the coaching traffic was chiefly due to the *Mahamagam* festival held at Kumbakōnam in February, and the general development of the third class passenger traffic, and that in the goods traffic was due to the increased traffic in general merchandise and to the carriage of materials for the Káraikkal-Peralam railway.

The line is worked by the South Indian railway.

Assam-Bengal Railway (metre gauge).

31. The mean mileage worked during the year 1897 was 301.18 miles against 168.61 miles in the previous year. The increase was due to the opening of the sections Akhaura to Badarpur, 127.01 miles, and Gauhati to Jamuna Mukh, 74.73 miles, from the 4th December 1896 and the 1st January 1897, respectively. Both these sections were, however, temporarily closed from the 13th June 1897, owing to the damages caused by the earthquake, but the Badarpur section was subsequently re-opened by the end of the year.

No comparison can be made with the previous year, as the mean mileage worked during the year 1897 showed a large increase, and certain open sections were temporarily closed from the 13th June.

The gross earnings for the year 1897 amounted to Rs. 9,90,640, and the working expenses to Rs. 9,18,426, leaving Rs. 72,214 as net earnings.

The number of passengers carried was 946,612 and the total earnings from coaching traffic, Rs. 5,39,843.

The weight of goods lifted was 338,502 tons and the earnings therefrom, Rs. 4,24,389, which were chiefly derived from "General merchandise" and "Railway materials for construction."

The abnormal working expenses were chiefly due to the new lengths opened, and to the fact that the staff had to be maintained during the period the line was temporarily closed.

Burma Railways (metre gauge).

32. The mean mileage worked during the year 1897 was 887·00 miles against 871·63 miles in the previous year. The increase was due to the Mobnyin-Mogaung section (52·34 miles), which was opened to traffic on the 1st March 1896, having been worked throughout the whole year.

The gross earnings increased from Rs. 76,08,559 to Rs. 86,76,404 or by Rs. 10,67,845, but as the working expenses were Rs. 1,70,921 more only, the net earnings showed an improvement of Rs. 8,96,924, having risen from Rs. 29,85,751 to Rs. 38,82,675.

Of the increase in the gross earnings, Rs. 4,59,197 were derived from coaching traffic and Rs. 6,28,760 from goods traffic.

The increase in the coaching earnings was chiefly due to the scarcity in some of the districts in Upper Burma, which necessitated labourers seeking employment in the Lower Provinces, to the reduction in the fares on the Mu Valley railway, to the opening of intermediate stations, and to the additional facilities offered by an increased train service over some sections of the line. The increase in the goods earnings was mainly due to an abnormally good rice crop in Lower Burma, and to the increased demand for this commodity consequent on the famine in India and the scarcity in Upper Burma.

The principal fluctuations in the working expenses were a decrease of Rs. 27,221 under "Maintenance of way, works and stations," an increase of Rs. 97,450 under "Locomotive expenses," a decrease of Rs. 22,459 under "Carriage and wagon expenses," increases of Rs. 63,459 under "Traffic expenses" and of Rs. 97,793 under "General charges," and a decrease of Rs. 42,077 under "Steam-boat service." The decrease under "Maintenance of way, works and stations" was chiefly due to smaller renewals of permanent-way. The increase in the "Locomotive expenses" was chiefly due to the increased mileage and to the heavier repairs done to a larger number of engines. The decrease under "Carriage and wagon expenses" was chiefly due to less repairs to goods vehicles; while the increase in the "Traffic expenses" was mainly due to the increased rate of pay drawn by the Traffic Manager, to the employment of extra station and train staff for the upper part of the Mu Valley railway, and to the increased train-mileage. The increase under "General charges" was mainly due to the debit to revenue of a proportionate share of Home Board establishment and Government supervision charges, and to the payment of arrears of the Agents' pay, travelling allowances and contribution for leave and pension allowances. The decrease under "Steam-boat service" was chiefly due to a reduction in the staff, and to a credit for boiler of winding engines returned to stores as against a debit for the same in the previous year.

Deoghur Railway (metre gauge).

33. Compared with the results of 1896, the gross earnings increased from Rs. 30,014 to Rs. 30,320 or by Rs. 306, and as the working expenses were Rs. 653 more, the net earnings showed a decrease of Rs. 347, having fallen from Rs. 11,499 to Rs. 11,152.

The variations in the gross earnings were a decrease of Rs. 113 under coaching traffic and an increase of Rs. 465 under goods traffic.

The decrease in the coaching traffic was due to a smaller number of pilgrims visiting the shrine at Baidyanáth owing to the famine. The increase in the goods traffic was mainly due to the increased traffic in general merchandise.

The principal fluctuations in the working expenses were a decrease of Rs. 521 under "Maintenance of way, works and stations," an increase of Rs. 1,567 under "Locomotive expenses," a decrease of Rs. 670 under "Carriage and wagon expenses," and an increase of Rs. 379 under "Traffic expenses." The decrease under "Maintenance of way, works and stations" was owing

to fewer sleepers having been laid during the year. The increase under "Locomotive expenses" was due to heavier repairs to locomotives; while the decrease under "Carriage and wagon expenses" was due to repairs to carriages in 1896, whereas no repairs were undertaken in 1897. The increase under "Traffic expenses" was due to the increased goods traffic.

Rohilkund and Kumaon Railway system (metre gauge).

34. The mean mileage worked during the year 1897 was 279·32 miles against 279·42 miles in the previous year. The decrease was due to the closing of the Dudwa branch for a longer period.

The gross earnings decreased from Rs. 12,54,504 to Rs. 12,51,092 or by Rs. 3,412, and as the working expenses were Rs. 55,707 less, the net earnings showed an improvement of Rs. 52,295, having risen from Rs. 4,55,800 to Rs. 5,08,095.

The earnings from coaching traffic increased by Rs. 18,369, while the earnings from goods traffic decreased by Rs. 33,573.

The increase in the coaching earnings was chiefly due to the development of the passenger traffic on the Lucknow-Bareilly section, while the decrease in the goods earnings was mainly due to the heavy falling off in the traffic in sugar, owing to the failure of crops.

The principal decreases in the working expenses were Rs. 15,855 under "Locomotive expenses," Rs. 15,462 under "Carriage and wagon expenses," and Rs. 13,744 under "General charges." The decrease under "Locomotive expenses" was mainly due to the issue of duplicate "O" class boilers during the previous year, and to the supply of wood fuel of a superior quality from private forests; and that under "Carriage and wagon expenses," chiefly owing to less repairs to coaching vehicles, and to the slow progress in providing heavier axles to goods vehicles. The decrease under "General charges" was mainly due to the transfer of the Deputy Agent to the Bengal and North-Western railway, to a saving under "Home charges" and to the salary of the Superintendent, Government Railway Police, Northern Division, Lucknow, and his office establishment from May 1892 to February 1896 having been included in the accounts of 1896.

Bengal Dooars Railway (metre gauge).

35. Compared with the results of 1896, the gross earnings increased from Rs. 2,70,451 to Rs. 2,86,407 or by Rs. 15,956, but as the working expenses were Rs. 2,481 more only, the net earnings showed an improvement of Rs. 13,475, having risen from Rs. 1,31,814 to Rs. 1,45,289.

The increase in the gross earnings was principally due to the large increase of Rs. 17,321 under "Railway materials for construction," derived from the carriage of materials for capital works.

The principal fluctuations in the working expenses were increases of Rs. 5,904 under "Maintenance of way, works and stations," and Rs. 4,294 under "Locomotive expenses," and decreases of Rs. 2,832 under "Carriage and wagon expenses," Rs. 2,187 under "Steam-boat service" and Rs. 2,649 under "Special and miscellaneous expenditure."

Dibru-Sadiya Railway (metre gauge).

36. Compared with the results of 1896, the gross earnings increased from Rs. 6,47,360 to Rs. 7,87,359 or by Rs. 1,39,999, and as the working expenses were Rs. 2,05,535 more, the net earnings showed a decrease of Rs. 65,536, having fallen from Rs. 3,12,286 to Rs. 2,46,750.

Of the increase in the gross earnings, Rs. 7,688 were derived from coaching traffic and Rs. 1,22,693 from goods traffic.

The increase in the coaching earnings was due to the general development of the passenger traffic; and that in the goods earnings, chiefly to the larger exports and increase in the rate for carriage of coal, and to increased imports of food-grains for tea gardens and the collieries.

The principal increases in the working expenses were Rs. 1,71,733 under "Maintenance of way, works and stations," Rs. 15,568 under "Locomotive expenses" and Rs. 11,689 under "Traffic expenses."

The increase under "Maintenance of way, works and stations" was mainly due to the replacement of cast iron sleepers, and that under "Locomotive" and "Traffic" expenses, chiefly owing to the transfer of the working of the Colliery branch line to this railway from the 1st January 1897.

Ahmedabad-Parámtij Railway (metre gauge).

37. The length of line open on the 31st December 1897 was 54·59 miles, and the mean mileage worked during the year 28·93 miles.

The gross earnings amounted to Rs. 69,068, the working expenses to Rs. 32,404, and the net earnings to Rs. 36,664.

Of the gross earnings, Rs. 38,372 were derived from coaching traffic, Rs. 30,110 from goods and Rs. 387 from Electric telegraph earnings.

The line is worked by the Bombay, Baroda and Central India railway.

The Gaekwar's Mehsána Railway (metre gauge).

38. Compared with the results of 1896, the gross earnings fell from Rs. 4,23,283 to Rs. 3,39,125 or by Rs. 84,158, and as the working expenses were Rs. 5,946 more, the net earnings showed a decrease of Rs. 90,104, having fallen from Rs. 2,71,262 to Rs. 1,81,158.

Of the decrease in the gross earnings, Rs. 40,239 were under coaching traffic and Rs. 43,418 under goods traffic.

The decrease in the coaching earnings was chiefly due to plague restrictions; and that in the goods earnings, to the credit of Rs. 80,834 during 1896 on account of terminal charges due for previous years.

The line is worked by the Bombay, Baroda and Central India railway.

Jodhpore-Bickaneer Railway (metre gauge).

39. Compared with the results of 1896, the gross earnings decreased from Rs. 11,64,465 to Rs. 11,22,658 or by Rs. 41,807, on the Jodhpore section, and from Rs. 1,20,727 to Rs. 1,17,010 or by Rs. 3,717, on the Bickaneer section; but as the working expenses were Rs. 48,333 less on the Jodhpore section and Rs. 6,161 more on the Bickaneer section, the net earnings on the former showed an improvement of Rs. 6,526, having risen from Rs. 7,38,273 to Rs. 7,44,799, and on the latter a decrease of Rs. 9,878, having fallen from Rs. 75,382 to Rs. 65,504.

Of the decrease in the gross earnings, Rs. 33,752 were under coaching traffic and Rs. 10,992 under goods traffic on the Jodhpore section, and Rs. 3,682 and Rs. 794 under coaching and goods traffic, respectively, on the Bickaneer section. The decrease was mainly due to the prevalence of famine and plague.

The principal decrease in the working expenses on the Jodhpore section was Rs. 38,513 under "Maintenance of way, works and stations," and was due to the renewal of only 0·44 mile of rails during the year against 10·80 miles in the previous year. On the Bickaneer section, the only noticeable increase in the working expenses was Rs. 4,689 under "Locomotive expenses," due to the additional train-miles run.

Oodeypore-Chitor Railway (metre gauge).

40. Compared with the results of 1896, the gross earnings fell from Rs. 1,35,220 to Rs. 1,23,175 or by Rs. 12,045, and as the working expenses were Rs. 1,175 less only, the net earnings showed a decrease of Rs. 10,370, having fallen from Rs. 53,751 to Rs. 42,881.

Of the decrease in the gross earnings, Rs. 8,618 were under coaching traffic and Rs. 3,425 under goods traffic.

The decrease in the coaching earnings was mainly due to plague restrictions; and that in the goods earnings, to the smaller traffic in cotton, raw and grain and pulse.

The line is worked by the Bombay, Baroda and Central India railway.

Bhárnagar-Gondal-Junágad-Porbandar, including the Jetalsar-Rájkot, Railway (metre gauge).

41. Compared with the results of 1896, the gross earnings decreased from Rs. 21,77,995 to Rs. 20,26,893 or by Rs. 1,51,102, and as the working expenses were Rs. 18,610 more, the net earnings showed a decrease of Rs. 1,69,712, having fallen from Rs. 10,73,513 to Rs. 9,03,801.

Of the decrease in the gross earnings, Rs. 1,33,206 were under coaching traffic and Rs. 38,102 under goods traffic. There was, however, an increase of Rs. 20,213 under sundries.

The decrease in the coaching traffic was chiefly due to the scarcity and plague and the consequent restrictions imposed; and that in the goods traffic, to less production of cotton in the province. The increase under "Sundries" was mainly due to the hire of engines to the Jámnagar railway and to the construction of 12 stone-wagons for the Porbandar state and of carriage and wagon stock for the Jámnagar railway.

Jámnagar Railway (metre gauge).

42. The line was opened for traffic on the 8th April 1897, and the mean mileage worked during the year was 39.85 miles.

The gross earnings amounted to Rs. 81,476, the working expenses to Rs. 55,522 and the net earnings to Rs. 28,954.

Of the total earnings, Rs. 67,235 were derived from coaching traffic and Rs. 16,547 from goods traffic.

The line is worked by the Bhárnagar-Gondal-Junágad-Porbandar railway.

43. Statistics of working of the special gauge railways for the year 1897
 Statistics of working of the special gauge railways. will be found in statement No. 37 A, on pages 166 and 167. The general results of working these railways for the past five years are given in statement No. 37 B, on pages 168 and 169.

STATEMENT No. 31.

Summary of the principal commodities carried, and the earnings therefrom, on the standard and metre gauge railways, during the year 1897, as compared with the previous year (details given in Appendix H).

Progressive No.	DESCRIPTION OF COMMODITY.	QUANTITY.		EARNINGS.		QUANTITY.		EARNINGS.		Progressive No.
		Previous year	1897.	Previous year	1897.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1	Coal and coke carried for the public and foreign railways	4,505,758	5,382,634	1,31,98,668	1,47,18,985	876,876	...	12,20,317	...	1
2	Cotton, raw	734,875	625,850	1,01,96,181	85,94,014	...	109,025	...	16,02,167	2
3	Cotton, manufactured	442,326	456,201	73,25,547	76,19,827	13,875	...	2,94,280	...	3
4	Drugs and chemicals	60,922	59,229	8,46,352	8,44,753	...	1,693	...	8,599	4
5	Dyes and tans	217,750	195,211	23,42,110	19,90,491	...	22,539	...	3,61,619	5
6	Grain and pulse	5,701,249	6,102,560	3,01,86,439	3,51,79,403	401,311	...	49,92,964	...	6
7	Hides and skins	165,876	197,443	21,02,903	24,66,636	31,567	...	3,63,733	...	7
8	Horns	13,663	5,120	1,16,181	57,506	...	8,543	...	58,675	8
9	Jute	1,200,312	1,200,385	63,73,532	63,14,584	73	...	...	58,948	9
10	Lac	44,231	41,202	5,13,463	4,91,155	...	3,029	...	22,308	10
11	Leather, manufactured	13,400	12,919	2,54,266	2,39,033	...	481	...	15,233	11
12	Liquors	82,211	77,170	9,82,010	9,29,572	...	5,041	...	52,438	12
13	Metals	468,347	522,469	47,49,904	44,87,948	54,122	...	...	2,61,956	13
14	Oils	393,811	413,993	30,03,898	30,91,042	20,182	...	87,154	...	14
15	Oil-seeds	1,701,577	1,421,654	1,10,95,251	83,42,520	...	279,923	...	27,52,731	15
16	Opium	25,049	27,419	4,66,344	4,76,721	2,370	...	10,377	...	16
17	Paper and paste-board	32,474	32,225	3,78,017	3,80,308	...	241	2,291	...	17
18	Provisions	654,657	703,099	60,66,859	61,54,079	48,442	...	3,87,220	...	18
19	Railway plant and rolling-stock carried for the public and foreign railways	468,566	786,027	26,29,425	30,60,139	317,461	...	4,30,714	...	19
20	Salt	1,471,713	1,500,772	84,51,630	87,15,668	29,059	...	2,64,038	...	20
21	Saltpetre, etc.	104,349	92,416	8,31,034	7,20,662	...	11,933	...	1,10,372	21
22	Silk, raw	3,401	3,600	78,114	77,813	199	...	...	301	22
23	Silk, piece-goods	767	804	21,811	22,390	37	...	579	...	23
24	Spices	213,409	239,950	20,39,803	24,61,249	26,541	...	4,21,446	...	24
25	Stone and lime	830,215	773,876	21,37,046	18,85,982	...	56,339	...	2,51,064	25
26	Sugar	1,161,703	1,097,980	76,02,137	77,73,091	...	63,723	1,70,954	...	26
27	Tea	119,362	113,259	11,37,635	11,77,844	...	6,103	40,209	...	27
28	Timber	773,348	748,143	28,74,649	27,91,150	...	25,205	...	83,499	28
29	Tobacco	220,209	218,252	19,13,409	18,81,501	...	1,957	...	31,908	29
30	Wool, raw	39,301	38,123	9,13,145	7,89,347	...	1,176	...	1,23,798	30
31	Wool, manufactured	9,205	10,279	1,92,332	2,07,470	1,074	...	15,138	...	31
32	All other articles of merchandise	1,978,171	2,115,141	1,23,86,668	1,36,22,135	136,970	...	12,35,467	...	32
	TOTAL	23,852,207	25,215,4071	4,37,06,753	14,78,63,018	1,363,200	...	41,56,265	...	

STATEMENT No. 32.

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.						(a)	
I	EAST INDIAN	474.25	1,230.84	1,705.09	468.95	2,648.29	1,738.16	(a) Including 34.50 miles of the Eastern Bengal State railway and 1.00 mile of the Rajputana-Malwa railway worked over.
II	BENGAL CENTRAL . . . . .	...	125.01	125.01	21.69	146.70	125.01	(b) Including 0.60 mile of the East Indian railway and 0.65 mile of the Great Indian Peninsula railway worked over.
III	BENGAL-NAGPUR . . . . .	...	860.88	860.88	99.06	959.94	(b) 862.33	(c) Including V, XXIX, XXX, and XXXI; also 15.30 miles of the East Indian railway, 1.00 mile of the Oudh and Rohilkhand State railway, 0.3 mile of the Great Indian Peninsula railway and 2.69 miles of the Rajputana-Malwa railway worked over.
IV	INDIAN MIDLAND . . . . .	...	679.56	679.56	87.23	766.79	(c) 944.82	(d) (13.11)
V	BHOPAL-ITÁRSI (BRITISH SECTION) . . . . .	...	13.11	13.11	3.01	16.12	(d) (13.11)	(e) Included with XVIII.
VI	GODHRA-RUTLAM-NÁGDÁ . . . . .	...	140.91	140.91	14.71	155.62	140.91	(f) Included with XXXII.
VII	WARDHA COAL . . . . .	...	44.88	44.88	6.04	50.92	(e) (44.88)	(g) Included with XX.
VIII	DHOND-MANMÁD . . . . .	...	145.44	145.44	14.28	159.72	(e) (145.44)	
IX	BEZWADA EXTENSION (EAST COAST STATE) . . . . .	...	20.58	20.58	0.96	21.54	(f) (21.47)	
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS) . . . . .	...	8.45	8.45	2.12	10.57	(g) (8.45)	
	TOTAL	474.25	3,219.06	3,743.91	718.05	4,936.21	3,811.23	
	State lines worked by the State.			(h)				
XI	NORTH WESTERN	85.49	2,731.53	2,817.02	651.90	3,554.41	(f) 2,813.13	(h) Including 6.12 miles (Meeran Meer chond, and Ferrozpore cantonment to Hussainwala) used for military traffic only.
XII	HYDERABAD-SHADIPALLI . . . . .	...	58.91	58.91	5.14	64.05	58.91	(i) Including XXXVII; also 1.12 miles of the East Indian railway worked over, but excluding 6.12 miles used for military traffic only, — vide remark (h).
XIII	ODUH AND ROHILKHAND . . . . .	...	812.37	812.37	124.45	936.82	812.37	(j) Including 2.66 miles (laid on the mixed gauge) and 0.33 mile (metre gauge). See also footnote (i).
XIV	EASTERN BENGAL	111.46	142.03	253.49	104.11	460.66	252.62	(k) Including 1.60 miles of metre gauge sidings.
XV	CALCUTTA PORT COMMISSIONERS' . . . . .	...	8.53	8.53	14.22	22.75	8.53	(l) Including 2.66 miles (laid on the mixed gauge), which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0.33 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
XVI	EAST COAST . . . . .	...	538.78	(j) 538.78	(k) 79.36	618.14	(l) 534.03	(m) Including VII, VIII, XXVII and XXVIII.
	TOTAL	196.95	4,292.15	4,439.10	979.18	5,665.23	4,479.59	(n) Including X and XXXV.
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA	461.92	826.08	1,288.00	256.41	2,006.33	(m) 1,491.31	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	97.99	362.91	460.90	117.52	676.41	460.90	
XX	MADRAS	42.41	796.82	839.23	141.94	1,023.58	(n) 857.68	
	TOTAL	602.32	1,985.81	2,588.13	515.87	3,706.32	2,809.89	
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA . . . . .	...	162.24	162.24	17.10	179.34	162.24	
XXII	TARKESSUR . . . . .	...	22.23	22.23	2.93	25.16	22.23	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA). . . . .	...	399.80	399.80	30.82	430.62	56.96	
	TOTAL . . . . .	...	584.27	584.27	50.85	635.12	241.43	
	Lines owned by native states and worked by companies.							
XXVII	KHÁNGAON . . . . .	...	7.55	7.55	0.87	8.42	(e) (7.55)	
XXVIII	AMRÍORI . . . . .	...	5.44	5.44	0.71	6.15	(e) (5.44)	
XXIX	BÍNA-GOONA . . . . .	...	71.74	71.74	5.31	77.05	(d) (71.74)	
XXX	BHOPAL-UJJAIN . . . . .	...	113.52	113.52	9.15	122.67	(d) (113.52)	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION) . . . . .	...	44.28	44.28	8.72	53.00	(d) (44.28)	(o) Including 2.10 miles (Trimulgherry branch) used for military traffic only.
XXXII	THE NIZAM'S GUARANTEED STATE . . . . .	...	(o) 332.32	332.32	37.45	369.77	(p) 354.70	(p) Including IX; also 3.10 miles worked over twice by each train and 0.60 mile of the East Coast State railway worked over, but excluding 2.10 miles used for military traffic only, — vide remark (o).
XXXIII	NÁGDÁ-UJJAIN . . . . .	...	34.67	34.67	1.06	35.73	34.67	(q) Included with XX.
XXXIV	THE GAUKWAR'S PETLÁD . . . . .	...	13.35	13.35	1.77	15.12	13.35	
XXXV	KOLAR GOLD-FIELDS . . . . .	...	10.00	10.00	3.52	13.52	(g) (10.00)	
	TOTAL . . . . .	...	632.87	632.87	68.56	701.43	402.72	

N. B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	STANDARD GAUGE— <i>conold.</i>							
	Lines owned by native states and worked by state railway agency.							
XXXVI	RAJPUTANA-BRÁTINDA . . . . .	...	107·94	107·94	14·96	122·90	107·94	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .	...	15·92	15·52	4·59	20·51	(a) (15·92)	(a) Included with XI.
	TOTAL . . . . .	...	123·86	123·86	19·55	143·41	107·94	
	TOTAL STANDARD GAUGE	1,273·52	10,888·62	12,162·14	2,352·06	15,787·72	11,852·80	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION . . . . .	...	341·80	341·80	51·92	393·72	} 815·66	
	COMPANY'S SECTION . . . . .	...	485·55	485·55	68·44	553·99		
XL	LUCKNOW-BAREILLY SECTION (ROHIL-KUND AND KUMAON). . . . .	...	231·17	231·17	30·51	261·68	(b) (213·40)	(b) Included with LIV.
XLI	RAJPUTANA-MALWA	1·14	1,672·80	1,673·94	(c) 251·39	1,926·47	1,673·94	(c) Including 3·07 miles of main line laid on the standard gauge.
XLII	PÁLANPUR-DEESA . . . . .	...	17·28	17·28	1·29	18·57	17·28	
XLIII	SOUTHERN MAHRATTA . . . . .	...	1,042·04	1,042·04	113·58	1,155·62	(d) 1,556·20	(d) Including XLIV, XLV, LXIV, LXV and LXVI; also 2·99 miles of the East Coast State railway worked over.
XLIV	GUNTAKAL-MYSORE FRONTIER . . . . .	...	119·50	119·50	9·31	128·81	(e) (119·50)	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . . . .	...	296·00	296·00	28·08	324·08	(e) (296·00)	(e) Included with XLIII.
XLVI	SOUTH INDIAN . . . . .	...	1,041·59	1,041·59	133·74	1,175·33	(f) 1,019·39	(f) Including LXXVII.
XLVII	MÁYAVARAM-MUTURET . . . . .	...	53·99	53·99	5·71	59·70	53·99	(g) Including the Gauhati-Jamuna Mukh section, 74·73 miles, temporarily closed from the 13th June 1897 on account of damages done by the recent earthquake.
XLVIII	ASSAM-BENGAL . . . . .	...	360·63	(g) 360·63	38·48	399·11	301·18	
XLIX	BURMA	9·55	877·45	887·00	138·49	1,035·04	887·00	
	TOTAL	10·69	6,539·80	6,550·49	870·94	7,432·12	6,354·64	
	State lines worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila 2' 6" gauge, branch) . . . . .	...	478·47	478·47	79·56	558·03	478·20	
	DACCA SECTION . . . . .	...	85·92	85·92	14·64	100·56	85·92	
LI	CAWNPORE-BURNHWAL (METRE GAUGE LINK) . . . . .	...	79·60	79·60	6·37	85·97	65·72	
	TOTAL . . . . .	...	643·99	643·99	100·57	744·56	629·84	

N. B.—The mean mileages shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—contd.

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year—contd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	METRE GAUGE—concl'd.							
	Assisted companies.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
LIII	DEOGHUR . . . . .	...	4.79	4.79	0.62	5.41	4.79	
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . . . .	...	53.92	53.92	4.59	58.51	(a) 279.32	(a) Including XI; also 12 miles of the Lucknow-Bareilly section worked over.
LV	BENGAL DOCKS . . . . .	...	36.40	36.40	7.23	43.63	36.40	
LVI	DIBRU-SADIYA . . . . .	...	77.50	77.50	9.66	87.16	77.50	
LVII	LEDO AND TEZAK-MARGHERITA COLLIERY . . . . .	...	Information not available.			...	...
LVIII	AHMEDABAD-PARÁNTIS . . . . .	...	54.59	54.59	6.64	61.23	28.93	
	TOTAL . . . . .	...	227.20	227.20	28.74	255.94	426.94	
	Lines owned by native states and worked by companies.							
LXIII	THE GAEKWAR'S MENSÁNA . . . . .	...	92.63	92.63	11.73	104.36	92.63	
LXIV	KOLHÁPUR . . . . .	...	29.07	29.07	1.70	30.77	(b) (29.07)	(b) Included with LXIII.
LXV	YISVANTPUR-MYSORE FRONTIER . . . . .	...	51.35	51.35	3.37	54.72	(b) (51.35)	
LXVI	MYSORE-NANJANGUD . . . . .	...	15.25	15.25	1.09	16.34	(b) (15.25)	
	TOTAL . . . . .	...	188.30	188.30	17.89	206.19	92.63	
	Lines owned and worked by native states.							
LXIX	JODHPUR-BICKANEER—							
	JODHPUR SECTION . . . . .	...	320.50	320.50	9.50	330.00	320.50	
	BICKANEER SECTION . . . . .	...	43.50	43.50	1.00	44.50	43.50	
LXX	ODDENTORE-CHITOR . . . . .	...	60.39	60.39	3.81	64.20	60.39	
LXXI	BHÁTNAGAR-GONDAL-JUNÁGAD-POREBANDAR (c) . . . . .	...	333.16	333.16	41.79	375.25	379.69	(c) Including 4.60 miles in dock estates and quarry lines constructed and maintained by the states themselves, also LXXII only in the case of mean mileage worked.
LXXII	JETAISAR-BÁNKOT . . . . .	...	46.23	46.23	3.83	50.06	(d) (46.23)	(d) Included with LXXI.
LXXIII	JÁMNAGAR (e) . . . . .	...	51.28	51.28	3.23	57.51	39.85	(e) Including the Bedi Bandar Dock estate line, 3.93 miles.
	TOTAL . . . . .	...	858.66	858.66	63.16	921.52	843.93	
	Foreign lines.							
LXXVI	WEST OF INDIA PORTUGUESE . . . . .	...	51.11	51.11	11.85	62.96	51.11	
LXXVII	PONDICHERY . . . . .	...	7.80	7.80	1.82	9.62	(f) (7.80)	(f) Included with XLVI.
	TOTAL . . . . .	...	58.91	58.91	13.67	72.58	51.11	
	TOTAL METRE GAUGE	10.69	8,516.56	8,527.25	1,094.97	9,632.91	8,399.09	

N.B.—The mean mileage shown within brackets are not included in the totals, vide remarks in last column.

STATEMENT No. 32—concl'd.

Mileage of railways open for traffic on the 31st December 1897, and the mean mileage worked during the year—concl'd.

Classification No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	SPECIAL GAUGES.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State line worked by the State.							
LXXX	JORHÁT (2' 0") . . . . .	...	28.25	28.25	1.80	30.05	26.64	
	Assisted company.							
LXXXI	DARJEELING-HIMALAYAN (2' 0") . .	...	51.00	51.00	3.00	54.00	51.00	
LXXXII	BÁRSI LIGHT (2' 6")	Information not available				...	...
	Lines owned by native states and worked by companies.							
LXXXIII	THE GAEKWAR'S DABHOI (2' 6") . .	...	78.80	78.80	5.50	84.30	75.26	
LXXXIV	RAJPIPLA (2' 6") . . . . .	...	19.03	19.03	2.23	21.26	9.59	
	Total	...	97.83	97.83	7.73	105.56	84.85	
	Line owned by native state and worked by state railway agency.							
LXXXVI	COOCH BEHAR (2' 6") . . . . .	...	22.12	22.12	1.48	23.60	22.12	
	Line owned and worked by native state.							
LXXXVII	MORVI (2' 6") . . . . .	...	94.36	94.36	4.00	98.36	94.36	
	TOTAL SPECIAL GAUGES	...	293.56	293.56	18.01	311.57	278.97	
	TOTAL OF ALL RAILWAYS	1,284.21	19,698.74	20,982.95	3,465.04	25,732.20	20,530.86	

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	60,519	5,53,915	186,639	7,39,415	1,169,447	11,17,776
II	BENGAL CENTRAL	2,678	5,965	29,760	20,970	88,010	56,522
III	BENGAL-NÁGPUR	6,952	36,956	15,658	38,387	40,308	28,304
IV	INDIAN MIDLAND (a)	12,632	1,18,418	43,706	1,59,215	360,841	4,29,068
VI	GODHEA-RUTLAM-NÁGDÁ	579	3,165	3,515	7,202	2,702	3,956
	TOTAL	83,390	7,18,419	279,308	9,65,189	1,661,311	16,35,626
	State lines worked by the State.						
XI	NORTH WESTERN (b)	51,208	3,81,676	179,917	4,76,996	818,978	8,21,477
XII	HYDERABAD-SHADIPALLI	949	1,163	4,871	2,473	23,047	7,009
XIII	ODDH AND ROHILKHAND	21,306	1,11,676	68,425	1,60,101	244,856	1,98,496
XIV	EASTERN BENGAL	41,378	1,10,693	92,551	1,09,088	655,670	3,01,358
XV	CALCUTTA PORT COMMISSIONERS' (c) . . . . .	...	...	...	...	...	...
XVI	EAST COAST	4,543	25,688	26,366	32,687	2,542	3,462
	TOTAL	119,381	6,33,896	371,530	7,81,315	1,745,093	13,37,802
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA (d)	93,915	4,68,455	749,753	7,72,581	321,791	5,93,431
XIX	BOMBAY, BARODA AND CENTRAL INDIA	122,367	1,33,897	1,125,900	4,21,059	364,391	6,20,658
XX	MADRAS (e)	27,766	1,99,336	117,232	2,53,926	...	...
	TOTAL	244,048	8,01,688	1,992,885	14,47,566	686,182	12,14,092
	Assisted companies.						
XXI	DELHI-UMDALLA-KALKA	9,144	76,974	21,411	80,121	41,927	53,407
XXII	TARRASSUR	327	321	3,157	1,330	193,867	30,500
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	97	428	241	473	1,222	969
	TOTAL	9,568	77,723	27,809	81,924	177,016	84,876
	Lines owned by native states and worked by companies.						
XXXII	THE NIZAM'S GUARANTEED STATE (f)	6,545	46,102	39,350	77,082	277,925	1,41,931
XXXIII	NÁGDÁ-UJJAIN	136	259	582	732	484	245
XXXIV	THE GAEKWAR'S PETLÁD	153	108	2,175	825	...	...
	TOTAL	6,834	46,469	42,107	78,639	278,409	1,42,179
	Line owned by native state and worked by state railway agency.						
XXXVI	RÁJPURA-BRÁTINDA	4,908	9,356	7,294	7,002	37,974	15,409
	TOTAL	4,908	9,356	7,294	7,002	37,974	15,409
	TOTAL STANDARD GAUGE	468,162	22,87,611	2,720,933	33,61,665	4,585,985	44,29,981

No. 33.

railways during the year ending with the 31st December 1897.

LOWEST (3RD OR 4TH) CLASS.		TOTAL PASSENGER TRAFFIC.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
15,539,203	1,25,17,857	16,955,838	1,49,28,963	22,22,155	1,71,51,118	I	
1,536,136	5,35,888	1,656,684	6,19,345	52,685	6,72,030	II	
2,060,275	11,25,214	2,123,193	12,28,861	1,67,045	13,95,906	III	
1,330,810	12,33,859	1,747,992	19,40,590	4,52,774	23,93,364	IV	(a) Including the Bhopal-Itarsi, the Bina Goona and the Bhopal-Ujjain railways.
381,980	1,61,094	383,806	1,75,417	22,124	1,97,541	VI	
20,848,404	1,55,73,912	22,872,413	1,88,98,176	29,16,783	2,18,09,959		
12,392,907	77,25,554	13,442,110	94,11,703	29,17,143	1,23,28,846	XI	(b) Including the Jammu and Kashmir railway (Native state section).
303,708	64,622	332,575	75,267	5,545	80,812	XII	
4,735,741	27,64,407	5,070,328	32,34,680	4,45,558	36,80,138	XIII	
5,818,978	19,58,196	6,608,577	24,82,335	3,01,215	27,83,550	XIV	
...	...	...	...	...	...	XV	(c) There is no passenger traffic on this line.
2,913,628	12,94,532	2,947,079	13,56,169	80,291	14,36,460	XVI	
26,164,962	1,39,07,111	28,400,969	1,65,60,154	37,49,752	2,03,09,906		
13,317,545	44,14,314	14,483,034	62,48,484	15,40,670	77,89,154	XVIII	(d) Including the Wardha Coal, the Dhond-Manmad, the Khamsaon and the Amravati railways.
11,735,294	24,82,930	13,347,952	36,58,544	6,86,047	43,44,591	XIX	
10,929,003	35,48,667	11,074,001	40,01,929	6,30,828	46,32,757	XX	(e) Including the Madras-Enner section (Bezwa-Madras) and the Kolar Gold-fields railway.
35,981,842	1,04,45,611	38,904,987	1,39,08,957	28,57,545	1,67,66,502		
824,797	4,85,619	900,279	6,96,121	2,39,880	9,36,001	XXI	
1,075,779	2,43,334	1,213,130	2,75,485	6,386	2,81,871	XXII	
76,380	33,393	77,940	35,263	6,315	41,578	XXIII	
1,976,956	7,62,346	2,191,349	10,06,869	2,52,581	12,59,450		
969,248	5,06,077	1,293,068	7,71,195	1,10,266	8,81,461	XXXII	(f) Including the Bezwa extension (East Coast State railway).
103,763	81,953	104,965	33,219	2,203	35,422	XXXIII	
174,830	30,023	177,158	30,956	2,033	32,989	XXXIV	
1,247,841	5,68,053	1,575,191	8,35,370	1,14,502	9,49,872		
901,985	3,17,009	952,161	3,48,776	29,061	3,77,837	XXXVI	
901,985	3,17,009	952,161	3,48,776	29,061	3,77,837		
87,121,990	4,14,74,042	94,897,070	5,15,53,302	99,20,224	6,14,73,526		

* See also statements Nos. 26 and 36.

Passenger traffic on the standard and metre gauge

Classification No.	RAILWAY.	1st class.		2nd class.		3RD OR INTERMEDIATE CLASS	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.
	State lines worked by Companies.						
XXXIX	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	17,878	54,341	25,348	42,306	63,377	42,990
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	17,732	1,19,703	79,681	2,02,779	216,402	2,37,351
XLII	PALANPUR-DEESA	590	585	2,017	814	...	...
XLIII	SOUTHERN MAHRATTA (a)	18,916	99,714	51,691	1,31,521	...	...
XLVI	SOUTH INDIAN (b)	22,221	72,537	183,653	1,77,012	...	...
XLVII	MÁYAVAHAM-MUTPET	318	383	8,447	3,520	...	...
XLVIII	ASSAM-BENGAL	2,750	14,090	5,693	11,623	...	...
XLIX	Burma	24,583	98,343	288,189	219,391	36,101	1,21,259
	TOTAL	101,931	4,60,602	618,652	7,88,096	320,860	4,01,599
	State line worked by the State.						
L	EASTERN BENGAL— NORTHERN AND BIHAR SECTIONS (including the Kaunia Dharlla, 2' 6" gauge, branch)	8,288	65,881	20,700	78,276	140,092	1,15,099
	DACCA SECTION	3,364	3,919	10,859	8,779	75,888	21,747
	TOTAL	11,652	69,800	31,559	82,055	215,980	1,36,846
	Assisted companies.						
LIII	DEOGHUR	900	450	...	...	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION (c)	4,543	33,406	15,759	57,200	9,638	7,753
LV	BENGAL DOOARS	575	1,727	1,479	2,455	1,240	751
LVI	DIBRU-SADIYA	3,812	9,191	2,320	3,222	...	...
LVII	LEDO AND LITAK-MARGHERITA COLLIERIES	Information not available	257	...	...	...	...
LVIII	AHMEDABAD-PARÁNTÍJ	112	1,070	1,222	1,070	...	...
	TOTAL	9,972	45,031	20,780	63,947	10,878	8,507
	Line owned by native state and worked by company.						
LXIII	THE GAEKWAR'S MEHSANA	638	1,181	3,965	3,564	...	...
	TOTAL	638	1,181	3,965	3,564	...	...
	Lines owned and worked by native states.						
LXIX	JODHPUR-BICKANER— JODHPUR SECTION	1,078	7,736	6,247	14,589	...	...
	BICKANEER SECTION	257	937	958	1,269	...	...
LXX	ODDEYPORE-CHITOR	339	1,572	1,471	3,091	...	...
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-POR- BANDAR (d)	6,934	18,984	53,426	61,848	...	...
LXXIII	JÁMNAGAR (e)	253	646	2,937	3,810	...	...
	TOTAL	8,861	29,875	65,030	87,640	...	...
	Foreign line.						
LXXVI	WEST OF INDIA PORTUGUESE	1,235	1,360	8,722	3,894	...	...
	TOTAL	1,235	1,360	8,722	3,894	...	...
	TOTAL METRE GAUGE	137,849	6,07,849	778,747	10,30,096	547,738	5,46,952

No. 33—concl'd.

railways during the year ending with the 31st December 1897—concl'd.

LOWEST (3RD OR 4TH) CLASS.		TOTAL PASSENGER TRAFFIC.		Other coaching traffic, less outstandings irrecoverable.	Total coaching traffic.*	Classification No.	REMARKS.
Number.	Earnings.	Number.	Earnings.				
	Rs.		Rs.	Rs.	Rs.		
5,776,033	20,44,427	5,887,636	21,84,063	1,52,684	23,36,747	XXXIX	
9,168,941	46,90,264	9,482,759	52,50,103	8,84,105	61,34,208	XLI	
60,360	10,283	63,897	11,712	2,445	14,157	XLII	
6,346,890	24,81,027	6,420,497	27,12,262	3,44,796	30,57,058	XLIII	
12,838,053	44,86,181	13,043,930	47,35,730	2,47,130	49,82,860	XLVI	
1,137,793	1,86,648	1,146,558	1,90,551	3,782	1,94,333	XLVII	
938,169	4,80,276	9,46,612	5,06,889	32,954	5,89,843	XLVIII	
8,725,492	37,41,569	9,074,365	41,80,562	1,87,870	43,68,232	XLIX	(a) Including the Guntakal-Mysore frontier, Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangud railways.
44,991,731	1,81,20,675	46,066,254	1,97,71,872	18,55,566	2,16,27,438		(b) Including the Pondicherry railway.
						L	
2,897,918	13,43,612	3,066,998	15,97,868	2,13,788	18,11,656		
1,010,984	2,83,240	1,101,125	3,17,685	17,663	3,35,348		
3,908,902	16,26,852	4,168,123	19,15,558	2,31,451	21,47,004		
179,786	25,531	180,686	25,981	...	25,981	LIII	
950,171	3,62,886	980,111	4,61,245	81,199	5,42,444	LIV	
129,782	33,634	133,076	38,570	7,542	46,112	LV	
231,837	1,02,256	237,969	1,14,669	20,758	1,35,427	LVI	
132,837	35,429	134,501	36,756	1,616	38,372	LVII	
1,624,413	5,59,786	1,666,043	6,77,221	1,11,115	7,88,336	LVIII	
520,844	1,25,595	525,447	1,30,340	9,907	1,40,247	LXIII	
520,844	1,25,595	525,447	1,30,340	9,907	1,40,247		
674,807	4,01,286	682,132	4,23,611	58,291	4,81,902	LXIX	
86,304	31,705	87,519	33,911	4,951	38,862		
179,762	76,958	181,572	81,624	6,471	88,095	LXX	
1,780,569	8,48,712	1,840,929	9,32,544	67,012	9,99,586	LXXI	
73,242	37,311	76,432	41,797	3,282	(f) 67,235	LXXIII	(d) Including the Jaisalmer-Bikaner railway.
2,794,684	13,95,972	2,868,584	15,13,487	1,40,037	16,75,680		
174,040	35,813	183,997	41,067	6,064	47,131	LXXVI	(e) For 2nd-half of 1897 only. See also note (f).
174,040	35,813	183,997	41,067	6,064	47,131		(f) Including Rs. 22,150 for 1st-half of 1897, for which details are not furnished.
54,614,614	2,18,64,643	55,478,448	2,40,49,540	23,54,140	(g) 2,64,25,836		(g) See note (f).

* See also statements Nos. 26 and 36.

No. 34.

During the year ending with the 31st December 1897.

COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE-STOCK.		RENTS, MISCELLANEOUS, &c., LESS OUTSTANDINGS IRRECOVERABLE.	TOTAL.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
10,142	29,765	381,145	7,73,649	438,529	4,22,112	4,284	1,59,125	1,35,521	7,661,973	4,06,69,783	I	
...	...	12,925	5,164	10,670	4,934	1	18	4,077	176,875	3,86,189	II	
2,925	19,823	40,967	1,25,897	86,356	62,144	546	3,564	11,140	1,416,903	42,32,727	III	
252	525	56,518	1,29,377	52,635	23,552	532	17,883	7,339	620,402	39,14,737	IV	(a) Including the Bhopal-Itarsi the Bina Goona and the Bhopal-Ujjain railways.
8,318	13,827	4,650	7,312	21,983	23,183	93	698	944	235,271	8,85,684	VI	
21,637	63,940	496,205	10,41,399	610,173	5,35,925	5,456	1,81,283	1,59,021	10,111,424	5,00,89,070		
4,057	13,006	114,849	2,91,639	1,081,097	7,26,587	18,204	8,57,788	1,54,390	4,352,697	1,95,62,594	XI	(b) Including the Jammu and Kashmir railway (Native state section).
...	...	4	2	6,763	2,224	13	13	703	235,229	1,20,179	XII	
10,007	34,710	26,456	94,600	427,503	1,00,863	702	28,976	18,691	1,582,238	42,66,408	XIII	(c) Including the Cawnpore-Burhwal railway (metre gauge line).
...	...	94,792	64,224	47,691	59,060	104	1,389	58,801	1,198,655	57,21,060	XIV	
...	...	...	...	...	...	...	...	3,377	763,556	3,51,798	XV	
12	4	30,292	63,144	44,356	34,882	2	51	11,273	517,324	11,35,154	XVI	
14,076	47,720	266,393	5,13,609	1,607,410	9,23,621	19,025	8,88,217	2,40,481	8,949,699	3,11,57,193		
88	307	206,424	4,54,656	293,336	4,43,680	11,519	2,03,354	44,815	2,282,951	2,02,93,641	XVIII	(d) Including the Wardha-Cool, the Dhond-Maumad, the Khámgaon and the Amraoti railways.
596	2,271	81,331	1,49,479	72,822	80,411	15,703	2,73,258	9,675	1,559,377	95,45,841	XIX	
...	...	32,216	38,802	197,096	92,099	1,563	40,188	21,449	1,250,347	68,65,894	XX	(e) Including the Madras-Ennór section (Bezwa-Madras railway), and the Kolar Gold-fields railway.
684	2,578	319,971	6,42,937	563,254	6,16,190	28,785	5,16,800	75,939	5,092,675	3,67,05,376		
...	...	...	...	...	...	1,766	27,783	1,909	147,413	6,21,266	XXI	
1	...	2	1	2,501	260	...	...	91	27,968	29,698	XXII	
...	...	...	...	...	...	1	4	158	18,057	61,910	XXIII	
1	...	2	1	2,510	260	1,767	27,787	2,158	188,438	7,12,874		
107	424	31,900	56,870	165,927	28,656	478	7,613	12,687	773,455	28,24,280	XXXII	(f) Including the Bezwa extension (East Coast State railway).
...	...	188	53	3	1	5	19	520	35,223	68,652	XXXIII	
...	...	154	33	26	4	206	306	203	22,145	30,593	XXXIV	
107	424	32,242	56,956	165,936	28,661	689	7,938	13,410	830,823	29,23,525		
...	...	1,103	1,384	12,921	3,146	92	384	1,381	150,308	3,11,440	XXXVI	
...	...	1,103	1,384	12,921	3,146	92	384	1,381	150,308	3,11,440		
86,505	1,14,662	1,115,916	22,56,236	2,962,224	21,07,803	55,814	16,22,414	4,92,390	25,323,367	12,18,99,478		

Goods traffic on the standard and metre gauge railways

Classification No.	RAILWAY.	GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY)		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.		Rs.
XXXIX	State lines worked by companies.								
	BENGAL AND NORTH-WESTERN—								
	TIRHOO SECTION	723,221	24,80,622	...	2	86,192	1,37,320	35,059	63,538
	COMPANY'S SECTION								
XLI	RAJPUTANA-MALWA	1,341,934	1,13,53,471	6,641	1,26,276	14,638	25,151	19,764	71,240
XLII	PALANPUR-DEESA	20,133	23,433	136	169	...	...	...	...
XLIII	SOUTHERN MAHRATTA (a)	885,476	56,65,398	1,392	16,061	12,508	23,922	6,349	30,329
XLVI	SOUTH INDIAN (b)	893,788	37,52,650	99	2,604	22,419	9,821	11,615	17,922
XLVII	MAYAVARAM-MUTUPET	59,947	63,857	11	31	6,194	1,041	87	64
XLVIII	ASSAM-BENGAL	39,918	2,29,111	106	841	285,274	1,64,619	5,108	12,419
XLIX	BURMA	763,721	36,78,916	1,078	24,761	186,192	1,62,295	958	652
	TOTAL	4,728,158	2,72,61,458	9,463	1,70,775	612,417	5,24,169	79,001	1,96,164
L	State line worked by the State.								
	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharla, 2' 6" gauge, branch)	476,490	28,48,682	54	773	24,040	27,059	9,904	33,212
	DACCA SECTION	57,618	1,54,106	20	124	586	465	1,069	1,848
	TOTAL	534,108	30,02,788	74	897	24,626	27,524	10,973	35,060
LIII	Assisted companies.								
	DEOGHUR	12,362	4,243	...	...	...	...	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d).	192,263	5,31,684	665	4,510	8,430	4,316	187	277
LV	BENGAL DOCKS	28,781	2,02,849	...	...	5,440	21,550	493	1,694
LVI	DIBRU-SADIYA	41,218	2,78,437	...	...	...	...	180,301	3,13,788
LVII	LEDO AND TIKAR-MARGHERITA COLLIERY.	Information	not available	...	...	...	...	...	...
LVIII	AHMEDABAD-PARANTIS	12,358	27,493	1	1	5,515	2,312	...	...
	TOTAL	287,012	10,44,766	666	4,511	19,385	28,208	180,981	3,15,759
LXIII	Line owned by native state and worked by company.								
	THE GAEKWAR'S MEHSANA	115,597	1,92,844	...	...	...	...	1	2
	TOTAL	115,597	1,92,844	...	...	...	...	1	2
LXIX	Lines owned and worked by native states.								
	JODHPUR-BICKANEER—								
	JODHPUR SECTION	103,942	6,04,713	15	233	686	1,697	284	1,835
	BICKANEER SECTION	32,744	64,378	7	51	...	...	252	748
LXX	ODDEYPUR-CHITOR	12,161	31,616	2	13	1,219	726	...	...
LXXI	BHÁVNAGAR-GONDAL-JUNAGAD-PORDANDAR (e).	231,708	9,07,803	3	37	17,150	10,264	3,037	8,238
LXXIII	JÁMNAGAR (f)	3,252	9,675	...	...	237	—1,323	220	433
	TOTAL	383,807	16,18,185	27	334	19,232	11,364	3,793	11,254
LXXVI	Foreign line.								
	WEST OF INDIA PORTUGUESE	31,258	80,083	...	...	...	...	1	2
	TOTAL	31,258	80,083	...	...	...	...	1	2
	TOTAL METRE GAUGE	6,079,970	3,32,00,066	10,230	1,76,517	675,720	5,91,265	274,750	5,58,241

No. 34—concl'd.

during the year ending with the 31st December 1897—concl'd.

COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY)		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE		LIVE STOCK.		RENTS, MISCELLANEOUS, &c. LESS OUTSTANDING IRRECOVERABLE.	TOTAL.		Classification No.	REMARKS.
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.		Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
474	1,503	24,152	33,523	61,913	74,170	55	1,663	27,970	931,096	23,29,311	XXXIX	
2,637	9,293	55,717	1,26,913	67,424	98,769	4,023	55,298	18,576	1,512,798	1,18,84,987	XLI	
...	...	18	5	32	6	15	20	220	20,324	28,883	XLII	
...	...	52,199	2,74,870	106,873	1,23,380	965	14,223	24,372	1,065,762	61,72,555	XLIII	(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeervantpur Mysore frontier and the Mysore Nanjangud railways
...	...	29,921	38,606	400,535	86,578	394	6,663	19,583	1,353,802	39,34,427	XLVI	
...	...	2,669	926	36,186	2,944	15	90	447	104,109	69,400	XLVII	
317	664	7,287	8,282	490	571	2	46	7,836	338,502	4,24,389	XLVIII	(b) Including the Pondicherry railway.
1,537	446	45,916	64,885	148,831	99,337	5,138	1,33,777	11,543	1,153,371	41,76,612	XLIX	
4,965	11,906	217,879	5,48,010	822,234	4,85,755	10,607	2,11,780	1,10,547	6,484,774	2,95,20,564		
...	...	11,541	27,666	14,004	23,284	168	5,419	19,369	536,201	29,85,464	L	
...	...	5,285	3,435	3,010	2,360	8	91	1,517	67,626	1,63,996		
...	...	16,826	31,151	17,014	25,644	176	5,510	20,886	603,827	31,49,460		
...	...	286	(c)	...	...	...	...	...	12,648	4,243	LIII	(c) Carried free.
...	...	119	250	34,627	19,617	88	1,197	4,097	236,379	5,65,948	LIV	(d) Including the Lucknow-Bareilly section.
...	...	...	...	...	...	...	...	559	34,714	2,26,652	LV	
...	...	...	...	6,653	1,851	48	403	237	228,250	5,94,716	LVI	
...	...	...	...	...	...	...	...	...	...	...	LVII	
...	...	29	12	...	...	54	71	191	17,957	30,110	LVIII	
...	...	434	262	41,280	21,468	190	1,671	5,084	529,948	14,21,669		
...	...	...	...	425	155	97	238	416	116,120	1,93,655	LXIII	
...	...	...	...	425	155	97	238	416	116,120	1,93,655		
...	...	3,487	7,342	824	1,119	30	532	2,071	109,268	6,19,542	LXIX	
...	...	1,440	1,111	209	153	...	...	461	34,652	66,902		
...	...	...	...	1,315	872	...	...	865	14,727	34,092	LXX	
1,354	149	9,719	14,671	14,388	10,143	94	1,787	1,043	277,453	9,54,135	LXXI	(e) Including the Jetalpur-Bajkot railway.
14	12	3	4	34	37	...	...	37	3,760	(g) 16,547	LXXIII	(f) For 2nd-half of 1897 only. See also note (g).
1,368	161	14,649	23,128	16,800	12,324	124	2,319	4,477	439,860	16,91,218		(g) Including Rs. 7,572 for first half of 1897, for which details are not furnished.
...	...	138	75	1,793	1,121	2	23	138	33,192	81,444	LXXVI	
...	...	138	75	1,793	1,121	2	23	138	33,192	81,444		(h) See note (g).
6,333	12,067	249,926	6,02,626	899,596	546,467	11,196	2,21,541	1,41,548	8,207,721	3,60,58,010		

* See also statements Nos. 25 and 36.

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						NUMBER
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	
						*		General merchandise.
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	7,208,754	22,686,834	64,816,170	964,729,805	1,059,441,113	14,260,930	885,023,362
II	BENGAL CENTRAL	118,582	829,575	3,254,491	35,034,397	39,237,045	210,248	9,093,985
III	BENGAL-NAGPUR	513,179	1,305,630	1,906,724	103,206,415	111,932,008	809,874	103,148,270
IV	INDIAN MIDLAND (a)	2,193,351	7,072,539	27,670,503	92,809,191	129,745,584	2,429,229	93,963,326
VI	GODHRA-RUTLAM-NAGDA	42,774	188,818	257,168	15,494,150	15,932,910	103,290	16,921,306
	TOTAL	10,076,610	32,083,006	97,905,056	1,216,273,958	1,356,338,660	17,818,571	1,103,155,249
	State lines worked by the State.							
XI	NORTH WESTERN (b)	7,081,095	22,522,231	52,586,415	655,766,395	737,956,136	19,883,683	457,013,064
XII	HYDERABAD-SHADIPALLI	18,800	80,444	448,588	5,514,453	6,062,285	17,950	2,039,575
XIII	ODDH AND ROHILKHAND	1,919,818	6,768,712	10,703,611	212,306,484	231,698,625	2,116,256	118,834,825
XIV	EASTERN BENGAL	1,634,295	3,472,186	19,537,032	150,908,802	175,512,315	1,189,035	169,524,806
XV	CALCUTTA PORT COMMISSIONERS'	There is no	passenger traffic on this line	...	...	...	...	...
XVI	EAST COAST	277,335	731,786	147,722	122,878,793	124,035,641	337,859	36,139,314
	TOTAL	10,931,343	33,535,309	83,423,418	1,117,374,932	1,275,265,002	23,544,782	723,601,584
	Lines worked by guaranteed companies							
XVIII	GREAT INDIAN PENINSULA (c)	8,402,873	40,246,310	37,984,562	440,677,168	527,310,853	7,879,323	374,006,566
XIX	BOMBAY, BARODA AND CENTRAL INDIA	2,640,741	17,556,303	39,892,152	206,675,351	266,764,547	4,250,936	177,685,546
XX	MADRAS (d)	3,918,343	10,997,702	...	325,749,170	340,665,215	3,710,944	128,813,402
	TOTAL	14,961,957	68,800,315	77,876,714	973,101,629	1,134,740,615	15,850,203	630,505,514
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA	744,444	2,064,004	2,601,307	32,341,812	37,751,567	1,423,543	9,928,895
XXII	TARRESSUR	6,538	55,876	1,940,908	15,802,163	17,505,485	33,491	483,908
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA)	7,229	15,945	61,976	2,849,564	2,934,714	31,832	1,710,057
	TOTAL	758,211	2,135,825	4,604,191	50,993,539	58,491,766	1,488,866	12,152,860
	Lines owned by native states and worked by companies.							
XXXII	THE NIZAM'S GUARANTEED STATE (e)	614,328	3,383,858	10,900,515	48,533,436	63,432,137	529,503	27,122,549
XXXIII	NAGDA UJJAIN	3,779	18,486	15,738	2,726,645	2,764,618	8,860	1,167,339
XXXIV	THE GAERWAR'S PETLAD	1,895	28,816	...	2,316,047	2,346,758	10,439	308,565
	TOTAL	620,002	3,431,160	10,916,253	53,626,128	68,593,543	548,802	28,598,453
	Line owned by native state and worked by state railway agency.							
XXXVI	RAJPURA-BHATINDA	152,267	271,096	986,164	27,051,441	28,460,968	115,536	8,069,475
	TOTAL	152,267	271,096	986,164	27,051,441	28,460,968	115,536	8,069,475
	TOTAL STANDARD GAUGE	37,500,420	140,256,711	275,711,796	3,468,421,627	3,921,890,554	58,366,760	2,561,093,135

* See also statements

No. 35.

railways during the year ending with the 31st December 1897.

GOODS TRAFFIC.								Classification No.	REMARKS.
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only)	Coal and coke for revenue only.	Revenue stores other than coal and coke	Live stock.	Total.		
3,982,107	17,893,991	573,515,080	2,227,369	91,026,164	42,661,231	1,362,702	1,617,702,009	I	(a) Including the Bhopal-Itarsi, the Bina-Guna and the Bhopal-Ujjain railways.
221	623,812	800,630	...	404,712	386,666	63	11,315,089	II	
101,128	3,063,221	19,006,997	1,553,627	9,867,007	3,075,554	28,093	139,848,897	III	
635,167	8,169,644	273,133	41,180	10,139,767	1,663,599	105,267	115,001,083	IV	
25,626	467,569	10,899	976,023	516,102	683,970	7,171	19,608,671	VI	
4,744,219	30,233,240	593,611,739	4,798,201	111,953,752	48,476,020	1,503,296	1,903,475,749		
19,458,613	27,549,009	6,082,989	1,072,775	21,440,518	55,020,688	4,310,890	591,958,546	XI	(b) Including the Jammu and Kashmir railway (Native state section).
576	1,210,623	343	...	175	132,415	89	3,434,096	XII	
737,448	5,331,279	2,479,259	2,712,553	7,474,578	6,719,131	189,541	144,478,594	XIII	
9,900	8,755,031	4,918,159	...	5,653,083	4,623,473	8,772	132,877,509	XIV	
Mileage not recorded	...	...	...	...	...	...	...	XV	
1,562	6,771,532	460,536	312	5,019,500	2,729,684	190	51,122,830	XVI	
20,203,399	49,617,524	13,941,266	3,785,640	35,967,859	69,210,521	4,508,782	923,871,575		
1,714,287	1,584,315	45,024,504	29,514	43,646,976	36,749,283	2,214,534	504,970,009	XVIII	(c) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon and the Amráoti railways.
226,586	14,412,651	13,615,025	160,333	10,551,442	4,927,697	3,062,506	224,641,786	XIX	
491,073	164,059	21,835,241	...	1,871,289	4,365,039	214,483	157,754,586	XX	
2,431,946	16,161,055	80,474,770	189,817	56,069,707	46,042,019	5,491,523	837,366,381		(d) Including the Madras-Ennūr section (Bezavada-Madras), and the Kolar Gold-fields railway.
600,280	53,774	601,624	...	...	...	1,70,843	11,355,416	XXI	
...	236	38,677	8	24	21,632	...	547,485	XXII	
15,831	...	55,406	...	...	...	55	1,811,349	XXIII	
616,111	54,010	695,707	8	24	21,632	1,70,898	13,714,250		
89,025	723,575	69,911,947	13,110	3,542,500	2,139,225	42,366	103,584,297	XXXII	(e) Including the Bezavada extension (East Coast State railway).
...	11,056	2,628	...	3,781	83	153	1,185,045	XXXIII	
...	...	...	...	2,356	269	2,879	314,069	XXXIV	
89,025	734,671	69,914,575	13,110	3,548,637	2,139,782	45,393	105,083,411		
187,455	40,186	120,315	...	107,803	234,081	2,396	8,761,711	XXXVI	
187,455	40,186	120,315	...	107,803	234,081	2,396	8,761,711		
28,277,185	96,840,646	758,758,372	8,786,809	210,647,782	166,156,835	11,722,293	3,342,273,077		

Unit mileages of passengers and goods carried on the standard and metre gauge

Classification No.	RAILWAY.	PASSENGER TRAFFIC.						NUMBER
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACH- ING TRAFFIC.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.*	Ton-miles.	General merchandise.
	METRE GAUGE.							
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	491,604	810,993	1,698,129	196,223,701	199,224,427	587,332	80,157,074
	COMPANY'S SECTION							
XLI	RAJPUTANA-MALWA	1,746,679	7,058,533	15,244,828	451,768,017	475,818,057	5,521,016	284,841,702
XLII	PÁLANPUR-DEESA	7,990	21,170	...	877,561	906,721	13,213	312,779
XLIII	SOUTHERN MAHRATTA (a)	1,683,503	5,150,474	...	238,383,988	245,217,965	1,481,567	164,007,644
XLVI	SOUTH INDIAN (b)	1,178,431	7,626,102	...	431,441,379	440,245,912	916,459	77,712,326
XLVII	MÁYAVARAM-MUTUPET	6,141	144,089	...	18,001,327	18,151,557	9,061	1,339,869
XLVIII	ASSAM-BENGAL (c)	182,025	276,002	...	30,737,694	31,195,721	129,745	4,047,836
XLIX	BURMA	1,369,519	7,603,993	6,967,211	249,745,208	265,685,931	727,332	93,777,200
	TOTAL	6,665,892	28,691,356	23,910,168	1,617,178,875	1,676,446,291	9,385,725	706,196,430
	State line worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch).	928,307	2,333,447	7,137,838	103,189,310	113,583,982	856,132	53,357,710
	DACCA SECTION	54,367	229,182	1,429,088	21,752,834	23,465,466	69,566	3,427,729
	TOTAL	982,674	2,562,629	8,566,921	124,942,224	137,054,448	925,698	56,785,439
	Assisted companies.							
LIII	DEOGHUR	4,311	...	...	861,175	865,486	...	59,214
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTIONS) (d)	235,707	1,078,572	371,583	31,572,971	33,259,233	245,315	13,398,141
LV	BENGAL DOOARS	10,639	25,673	29,508	2,152,605	2,218,425	29,439	653,003
LVI	DIBRU-SADIYA	79,171	56,003	...	4,908,302	5,043,476	21,226	1,703,616
LVII	LEDO AND TIKAR-MARGHERITA COLLIERY . . . . .	...	Information	not available	...	...	...	...
LVIII	AHMEDABAD-PARÁNTIJ	3,676	27,686	...	3,023,252	3,054,614	5,843	434,622
	TOTAL	333,504	1,187,934	401,491	42,518,305	44,441,234	301,823	16,218,596
	Line owned by native state and worked by company.							
LXIII	THE GAEKWAR'S MEHSÁNA	16,093	93,523	...	10,717,412	10,827,028	42,277	3,629,650
	TOTAL	16,093	93,523	...	10,717,412	10,870,238	42,277	3,629,650
	Lines owned and worked by native states.							
LXIX	JODHPORE-BICKANEER—							
	JODHPORE SECTION	82,517	466,830	...	38,523,496	39,072,843	298,606	11,154,704
	BICKANEER SECTION	9,996	40,622	...	3,043,657	3,094,275	26,204	1,506,267
LXX	ODDEYPORE-CHITOR	21,034	76,760	...	6,567,050	6,664,844	34,840	499,585
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-FORBANDAR (e)	328,534	2,284,116	...	59,255,518	61,868,168	274,047	13,221,011
LXXIII	JÁMNAGAR	11,583	135,562	...	2,604,979	2,752,124	13,242	133,004
	TOTAL	453,664	3,003,890	...	109,994,700	113,452,254	646,948	26,514,571
	Foreign line.							
LXXVI	WEST OF INDIA PORTUGUESE	21,760	124,608	...	2,750,436	2,896,804	22,914	1,218,600
	TOTAL	21,760	124,608	...	2,750,436	2,896,804	22,914	1,218,600
	TOTAL METRE GAUGE	8,473,587	35,663,940	32,878,580	1,908,101,952	1,985,118,059	11,325,385	810,593,286

* See also statements

No. 35—concl'd.

railways during the year ending with the 31st December 1897—concl'd.

GOODS TRAFFIC.								Classification No.	REMARKS.
OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
17	10,752,465	3,052,393	117,084	2,361,485	5,745,529	6,647	102,192,694	XXXIX	(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhāpur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangūd railways. (b) Including the Pondicherry railway.
1,289,639	1,632,209	2,463,285	655,936	8,958,573	6,839,357	452,421	307,133,122	XLI	
2,318	...	...	...	357	402	255	316,111	XLII
197,571	1,405,971	1,463,802	...	19,242,435	10,115,521	133,231	196,576,175	XLIII	
20,785	677,593	538,880	...	3,127,663	6,717,626	52,235	88,847,158	XLVI	
259	79,346	1,303	...	61,129	230,519	325	1,715,750	XLVII	
11,867	11,317,979	600,042	51,986	646,176	44,342	578	16,720,806	XLVIII	
318,121	13,736,997	8,893	13,251	4,352,319	9,500,055	896,033	122,402,869	XLIX	
1,840,577	39,602,560	8,133,598	838,257	38,753,137	38,993,351	1,546,775	835,994,685		
								L	
9,517	2,120,513	1,251,990	...	2,163,101	1,824,735	30,420	60,762,986		(c) See note (g), statement 26, page 119.
1,620	36,435	85,926	...	273,135	181,921	348	4,010,114		
11,137	2,156,948	1,337,916	...	2,411,236	2,009,656	30,768	64,773,100		
...	...	...	...	1,390	...	...	60,604	LIII
48,268	333,146	15,364	...	19,603	1,537,435	5,045	15,362,052	LIV	
...	83,000	9,452	...	...	...	...	745,455	LV
...	...	10,881,246	...	...	127,662	1,434	12,713,958	LVI
...	...	...	...	...	...	...	...	LVII
8	160,479	...	...	829	...	2,357	598,295	LVIII
48,276	581,625	10,906,062	...	21,822	1,665,147	8,836	29,430,364		
...	...	32	7,354	2,237	3,639,273	LXIII	(d) Including the Lucknow-Bareilly section.
...	...	32	...	...	7,354	2,237	3,639,273	
1,423	94,370	36,970	...	413,187	51,094	3,060	11,754,813	LXIX	
313	...	11,037	...	62,018	6,446	...	1,536,031	LXX	
109	49,173	...	...	...	60,021	...	608,883	
241	1,519,256	267,105	5,230	650,934	1,278,046	9,011	16,950,834	LXXI	
...	10,195	11,904	554	151	1,270	...	157,078	LXXIII	
2,091	1,672,994	327,016	5,784	1,126,340	1,396,877	12,071	31,057,744		
...	...	26	...	3,436	41,722	111	1,263,895	LXXVI	
...	...	26	...	3,436	41,722	111	1,263,895		
1,902,081	41,014,127	20,704,650	844,041	42,345,971	44,114,107	1,600,798	966,119,061		(e) Including the Jetalsar-Rajkot railway.

(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur-Mysore frontier and the Mysore-Nanjangud railways.
(b) Including the Pondicherry railway.

(c) See note (g), statement 26, page 119.

(d) Including the Lucknow-Bareilly section.

(e) Including the Jetalpur-Rajkot railway.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS †			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRICITY-GRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.										
	State lines worked by companies.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	1,71,51,118	3.59	29.66	4,06,69,783	5.22	70.31	5,78,20,901	4.60	8,55,767	0.07
II	BENGAL CENTRAL	6,72,030	2.98	63.51	3,86,189	2.14	36.49	10,58,219	2.60	79,930	0.20
III	BENGAL-NAGPUR	13,95,906	2.14	21.80	42,32,727	3.69	68.27	56,28,633	3.13	5,71,676	0.32
IV	INDIAN MIDLAND (a)	23,93,361	2.92	37.91	39,14,737	4.18	62.00	63,08,101	3.59	1,39,756	0.08
VI	GODHRA-RUTLAM-NAGDA	1,97,541	1.43	18.24	8,85,631	4.56	81.76	10,83,175	3.26	- 9,785	-0.03
VII	WARDHA COAL . . . . .	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMAD . . . . .	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	...	...	...	...	...	...	...	...	...	...
	TOTAL State lines worked by the State	2,18,09,959	3.30	30.33	5,00,89,070	4.89	69.67	7,18,99,029	4.26	16,37,414	0.10
XI	NORTH WESTERN (d)	1,23,28,816	3.16	38.66	1,95,62,591	4.00	61.31	3,18,91,410	3.63	9,91,457	0.11
XII	HYDERABAD SHADIPALLI	80,812	3.76	40.21	1,20,179	2.42	59.71	2,00,991	2.82	4,191	0.06
XIII	ODDH AND ROHILKHAND (e)	36,80,238	3.30	46.31	42,66,408	3.32	53.69	79,16,616	3.31	(f) 5,69,269	(f) 0.25
XIV	EASTERN BENGAL	27,83,550	2.75	32.73	57,21,060	5.60	67.27	85,04,610	4.18	4,06,955	0.20
XV	CALCUTTA PORT COMMISSIONERS' . . . . .	...	...	...	3,51,798	(h)	100.00	3,51,798	(h)	41,730	(h)
XVI	EAST COAST	14,36,460	2.73	55.86	11,35,151	2.30	41.14	25,71,614	2.53	2,18,930	0.21
	TOTAL Lines worked by guaranteed companies.	2,03,09,906	3.09	39.16	3,11,57,193	3.94	60.54	5,14,67,099	3.57	22,32,472	0.15
XVIII	GREAT INDIAN PENINSULA (i)	77,89,154	1.85	27.74	2,02,03,611	4.16	72.20	2,80,82,795	3.08	3,49,607	0.04
XIX	BOMBAY, BARODA AND CENTRAL INDIA	43,44,591	3.19	31.28	95,45,841	8.93	68.72	1,38,90,132	5.71	3,70,861	0.15
XX	MADRAS (j)	46,32,757	3.58	40.29	68,65,891	5.07	59.71	1,14,08,651	4.34	2,39,330	0.09
	TOTAL Assisted companies.	1,67,66,502	2.14	31.36	3,67,05,376	5.02	68.61	5,31,71,878	3.77	9,59,858	0.07
XXI	DELHI-UMBALLA-KALKA	9,36,001	2.50	60.11	6,21,266	2.99	39.81	15,57,267	2.68	16,051	0.02
XXII	TARKESSUR	2,81,871	4.92	90.47	29,698	5.99	9.59	3,11,569	5.00	1,088	0.02
XXIII	SOUTHERN PUNJAB (DELHI-SAMASATA)	41,578	1.51	49.18	61,910	2.14	59.81	1,03,488	1.85	153	...
	TOTAL Lines owned by native states and worked by companies.	12,59,150	2.75	63.86	7,12,871	2.95	36.14	19,72,324	2.82	17,292	0.02
XXVII	KHAMGAON . . . . .	...	...	...	...	...	...	...	...	...	...
XXVIII	AMRĀOTI . . . . .	...	...	...	...	...	...	...	...	...	...
XXXII	THE NIZAM'S GUARANTEED STATE (l)	8,81,461	3.85	23.79	28,21,289	4.16	76.21	37,05,741	4.07	71,413	0.05
XXXIII	NAGDA-UJJAIN	35,422	1.40	34.04	68,652	1.77	65.96	1,01,074	1.62	565	0.01
XXXIV	THE GAERWAR'S PETLAD	32,989	2.54	51.88	30,533	4.83	48.12	63,582	3.29	1,155	0.05
	TOTAL Lines owned by native states and worked by state railway agency.	9,49,872	3.55	24.62	29,23,525	4.03	75.48	38,73,397	3.20	73,193	0.07
XXXVI	RĀJPURA-BHĀTINDA	3,77,837	3.89	51.82	3,11,410	3.23	45.18	6,89,277	3.56	7,619	0.04
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) . . . . .	...	...	...	...	...	...	...	...	...	...
	TOTAL	3,77,837	3.89	54.82	3,11,440	3.23	45.18	6,89,277	3.56	7,619	0.04
	TOTAL STANDARD GAUGE (n)	6,14,73,526	2.94	33.52	12,18,99,178	4.63	66.48	18,33,73,001	3.88	49,27,818	0.10

(a) Including the Bhopal Idārsi, the Bina-Goonn and the Bhopal Ujjain railways.
 (b) Represent amounts received by the State as rent from the working railways.
 (c) Expenditure incurred direct by the State.

(d) Including the Jammu and Kashmir railway (Native state section). The net earnings include the Jammu and Kashmir railway (Native state section) for the second-half of 1897; the percentage on the capital outlay is for the North Western State railway only.
 (e) Including the Cawnpore-Burhwal railway (metre gauge line) except where otherwise stated.
 (f) Oodh and Rohilkhand State railway only.
 (g) Fee foot-note (i), statement No. 37, page 162.
 (h) Train-mileage not recorded.

No. 36.

Week on the standard and metre gauge railways during the year ending with the 31st December 1897.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM-BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT. §			WORKING EXPENSES, INCLUDING STEAM-BOAT, RENT OF LEASED LINES AND CONTRIBUTION TO PROVIDENT FUND ¶			NET EARNINGS. §			Classification No.
Amount.	Per mean mile worked per week. †	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total standard gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (Statement No. 22, chapter vii).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
5,86,76,688	619.19	4.67	1,51,326	5,88,28,014	4.68	31.19	1,73,31,553	1.38	29.47	4,14,93,461	3.30	10.59	I
11,38,199	175.09	2.80	...	11,38,199	2.80	0.60	6,48,513	1.60	56.98	4,89,686	1.20	4.17	II
62,00,300	138.27	3.45	...	62,00,300	3.45	3.29	32,20,750	1.79	51.94	29,79,559	1.66	2.99	III
64,47,857	131.24	3.67	...	64,47,857	3.67	3.42	36,09,698	2.05	55.98	28,38,159	1.62	2.61	IV
10,73,390	146.49	3.23	...	10,73,390	3.23	0.57	7,73,098	2.33	72.02	3,00,292	0.90	1.72	VI
...	...	...	...	(b) 59,880	...	...	(c) 1,350	...	...	58,530	0.60	1.17	VII
...	...	...	...	(b) 2,93,576	...	...	(c) 12,304	...	...	2,81,272	0.49	2.47	VIII
...	...	...	...	(b) 80,808	...	...	(c) 24,163	...	...	56,645	1.97	3.79	IX
7,35,36,443	371.05	4.36	1,51,326	7,41,22,033	4.37	39.07	2,56,24,429	1.52	34.72	4,81,97,604	2.76	7.49	
3,28,82,897	224.79	3.74	46,036	3,29,28,983	3.75	17.46	1,79,17,116	2.04	54.41	1,50,11,817	1.71	3.19	XI
2,05,182	56.98	2.88	...	2,05,182	2.88	0.11	1,45,769	2.05	71.04	59,413	0.83	3.23	XII
85,15,855	185.50	3.57	...	85,15,855	3.57	4.52	48,19,077	2.06	56.59	36,96,778	1.51	3.43	XIII
89,11,565	678.40	4.38	23,824	89,35,369	4.39	4.74	41,53,270	2.04	46.48	47,82,119	2.35	7.10	XIV
3,93,528	887.62	(h)	...	3,93,528	(h)	0.21	2,44,820	(h)	62.21	1,48,708	(h)	2.10	XV
27,90,544	100.49	2.74	66,744	28,57,288	2.80	1.52	19,88,318	1.95	69.59	8,68,970	0.85	1.05	XVI
5,36,99,571	227.20	3.72	1,36,604	5,38,36,175	3.74	28.56	2,92,64,370	2.03	54.36	2,45,67,805	1.71	3.45	
2,84,32,402	366.64	3.12	...	2,84,32,402	3.12	15.08	1,90,38,005	2.09	66.96	93,94,397	1.03	3.36	XVIII
1,42,61,293	595.04	5.86	...	1,42,61,293	5.86	7.56	77,91,091	3.20	54.63	64,70,202	2.66	6.09	XIX
1,17,38,011	263.19	4.43	...	1,17,38,011	4.43	6.22	56,22,668	2.12	47.90	61,15,973	2.31	4.98	XX
5,44,31,736	372.53	3.81	...	5,44,31,736	3.84	28.86	3,24,51,164	2.29	59.62	2,19,80,572	1.55	4.32	
15,73,318	186.49	2.70	...	15,73,318	2.70	0.83	7,55,193	1.30	48.00	8,18,175	1.40	5.30	XXI
3,12,657	270.47	5.02	...	3,12,657	5.02	0.17	1,50,094	2.41	48.01	1,62,563	2.61	9.25	XXII
1,03,641	34.99	1.85	...	1,03,641	1.85	0.05	53,893	0.96	52.00	49,748	0.89	(k) 0.36	XXIII
19,89,616	158.18	2.84	...	19,89,616	2.84	1.05	9,59,180	1.37	48.21	10,30,436	1.47	2.78	
...	...	...	...	(b) 13,901	...	...	...	...	...	13,901	1.02	2.66	XXVII
...	...	...	...	(b) 30,746	...	...	(c) 885	...	...	23,861	1.21	6.60	XXVIII
37,77,154	204.79	4.15	...	37,77,154	4.15	2.00	18,38,385	2.02	48.67	19,38,769	2.13	4.73	XXXII
1,04,639	58.04	1.63	...	1,04,639	1.63	0.06	56,883	0.89	51.36	47,756	0.74	2.15	XXXIII
64,737	93.25	3.34	...	64,737	3.34	0.03	30,791	1.59	47.56	33,946	1.75	4.49	XXXIV
39,46,530	188.46	3.97	...	39,91,177	3.97	2.09	19,26,944	1.94	48.80	20,61,233	2.00	4.60	
6,96,926	124.17	3.60	...	6,96,926	3.60	0.37	3,83,309	1.98	55.00	3,13,617	1.62	4.68	XXXVI
...	...	...	...	(b) & (m) 10,216	...	...	...	...	...	(m) 10,216	(m) 0.86	(m) 1.07	XXXVII
6,96,926	124.17	3.60	...	7,07,172	3.60	0.37	3,83,309	1.98	55.00	3,23,863	1.58	4.23	
18,83,00,822	303.83	3.99	2,87,930	18,90,77,909	3.99	100.00	9,06,13,396	1.92	47.92	9,84,64,513	2.07	5.03	

(i) Including branch lines worked, but excluding charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only, percentages of branch lines being shown separately.

(j) Including the Madras-Eungr section (Bezavada-Madras) and the Kolar Gold-fields railway.

(k) Including rebate paid by the North Western State railway.

(l) Including the Bezavada extension (East Coast State railway). The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only, percentage of the branch line being shown separately.

(m) For the first-half only, during the second-half the line was worked on a different basis.

(n) Including the Cawnpore-Burhal railway (metre gauge link).

* See also statements Nos. 26 and 33.

† See also statements Nos. 26 and 34.

‡ See also statements Nos. 23 and 26, and paragraph 9 of chapter VIII.

§ See also statement No. 26.

¶ See also statements Nos. 26 and 37.

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per week

Classification No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		REVENUE, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
XXXIX	State lines worked by companies.										
	BENGAL AND NORTH-WESTERN—										
	TIROOHT SECTION	23,36,747	2.58	45.23	28,29,311	2.50	54.77	51,66,058	2.54	2,15,895	0.12
	COMPANY'S SECTION										
XLI	RAJPUTANA-MALWA	61,34,208	2.91	34.64	1,18,81,987	4.08	65.96	1,80,16,195	3.59	4,55,163	0.02
XLII	PALANPUR-DEESA	14,157	2.01	32.89	28,853	4.83	67.11	43,010	3.33	224	0.02
XLIII	SOUTHERN MAHRATTA (a)	30,57,058	2.32	33.12	61,72,555	2.21	66.88	92,29,613	2.24	1,78,647	0.01
XLVI	SOUTH INDIAN (b)	49,82,860	2.59	55.88	39,31,427	2.48	44.12	89,14,287	2.54	3,00,714	0.09
XLVII	MAYAVARAM-MUTUPET	1,91,333	2.08	73.69	69,109	2.66	26.31	2,60,442	2.07	2,349	0.02
XLVIII	ASSAM-BENGAL (c)	5,32,843	3.50	75.97	4,21,359	1.79	44.01	9,54,202	2.41	26,498	0.07
XLIX	BURMA	43,68,232	3.73	51.12	41,76,612	2.55	48.88	85,44,844	3.04	1,10,175	0.04
	TOTAL	2,16,27,138	2.82	42.28	2,95,20,501	2.85	57.72	5,11,47,639	2.84	13,19,573	0.07
L	State line worked by the State.										
	EASTERN BENGAL—										
	NORTHERN AND RUPAR SECTIONS										
	(including the Kaunia-Dharila, 2' 6" gauge, branch)	19,11,656	3.02	37.77	29,85,161	3.51	62.23	49,06,817	3.31	47,748	0.03
	DACCA SECTION	3,35,318	2.52	67.16	1,63,996	2.14	32.84	4,99,314	2.34	11,119	0.02
	TOTAL	21,47,004	2.93	40.54	31,49,157	3.39	59.16	54,06,131	3.19	58,867	0.02
LIII	Assisted companies.										
	DEOGHUR	25,981	...	85.96	4,213	...	14.01	30,224	2.25	96	0.01
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION, (d)	5,42,411	2.88	48.24	5,65,918	2.09	51.05	11,08,329	2.35	1,42,769	0.03
LV	BENGAL DOOARS	46,112	2.13	16.91	2,26,652	5.70	83.03	2,72,764	4.41	898	0.02
LVI	DIBRU-SADIYA	1,35,127	3.57	18.55	5,91,716	3.44	81.45	7,26,843	3.47	67,216	0.27
LVII	LEDO AND TEAK-MARGHERITA COLLIERIES	Information	not available		...	...	...	...	...	...	...
LVIII	AHMEDABAD-PARANTIS	38,972	2.73	56.03	30,110	2.68	43.97	69,082	2.71	256	0.02
	TOTAL	7,88,536	2.91	35.67	14,21,669	2.80	61.33	22,10,205	2.83	2,01,426	0.16
LXIII	Line owned by native state and worked by company										
	THE GAEKWAR'S MALSADA	1,40,247	2.57	42.00	1,93,655	4.12	58.00	3,33,902	3.29	5,223	0.03
	TOTAL	1,40,247	2.57	42.00	1,93,655	4.12	58.00	3,33,902	3.29	5,223	0.03
LXIX	Lines owned and worked by native states.										
	JODHPUR-BICKANEER—										
	JODHPUR SECTION	4,81,002	3.21	43.75	6,19,542	3.41	56.25	11,00,544	3.32	21,214	0.06
	BICKANEER SECTION	38,862	2.36	36.74	66,002	2.03	43.26	1,05,764	2.14	11,246	0.23
LXX	ODDETPUR-CHITOR	88,035	2.80	72.10	34,092	2.40	27.90	1,22,127	2.67	958	0.02
LXXI	BHATNAGAR-GONDAL-JUNAGAD-PORBAN-										
	DAR (c)	9,99,586	3.20	51.16	9,54,135	3.47	48.81	19,53,721	3.33	73,172	0.12
LXXIII	JAMNAGAR	67,235	3.03	80.25	16,547	2.07	19.75	83,782	2.78	691	0.02
	TOTAL	16,75,650	3.15	49.77	16,01,218	3.31	50.23	32,76,943	3.23	1,07,314	0.10
LXXVI	Foreign line.										
	WEST OF INDIA PORTUGUESE	47,131	1.80	36.66	81,444	3.26	63.64	1,28,575	2.52	17,073	0.33
	TOTAL	47,131	1.80	36.66	81,444	3.26	63.64	1,28,575	2.52	17,073	0.33
	TOTAL METRE GAUGE (g)	2,64,25,836	2.84	42.29	3,60,58,010	2.92	57.71	6,24,83,846	2.88	17,00,878	0.08

(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur-Mysore frontier and the Mysore-Nanjangud railways.

(b) Including the Pondicherry railway.

(c) See foot-note (g), statement No. 26, page 119.

(d) Including the Lucknow-Bareilly section.

(e) Including the Jetalpur-Rajkot railway.

(f) Harbour earnings.

(g) Excluding the Cawnpore-Burhwal railway (metre gauge line) which is included with the standard gauge.

No. 36—concl'd.

on the standard and metre gauge railways during the year ending with the 31st December 1897—concl'd.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM-BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT. §			WORKING EXPENSES, INCLUDING STEAM-BOAT, RENT OF LEASED LINES, AND CONTRIBUTION TO PROVIDENT FUND ||			NET EARNINGS. §			Classification No.
Amount.	Per mean mile worked per week. †	Per train-mile.	Amount.	Amount.	Per train-mile.	Per cent. on total metro gauge.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line (statement No. 22, chapter vii).	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
54,11,953	127·60	2·66	5,81,873·	59,93,826	2·94	9·18	26,24,173	1·29	43·78	33,69,653	1·65	5·95	XXXIX
1,84,74,358	212·24	3·68	...	1,84,74,358	3·68	28·28	86,09,937	1·72	46·60	98,64,421	1·96	7·47	XLI
43,264	48·15	3·35	...	43,264	3·35	0·07	20,138	1·56	46·55	23,126	1·79	5·53	XLII
94,08,260	116·26	2·28	...	94,08,260	2·28	14·40	53,65,638	1·30	57·03	40,42,622	0·98	3·28	XLIII
92,18,001	168·93	2·62	...	92,18,001	2·62	14·11	48,86,113	1·39	53·01	43,31,888	1·23	5·61	XLVI
2,66,082	94·78	2·09	...	2,66,082	2·09	0·41	1,54,586	1·21	58·10	1,11,496	0·88	4·17	XLVII
9,90,640	63·25	2·48	...	9,90,610	2·48	1·52	9,18,426	2·30	92·71	72,214	0·18	0·20	XLVIII
86,55,019	187·51	3·08	21,385	86,76,404	3·09	13·28	47,93,729	1·71	55·25	38,82,675	1·38	4·97	XLIX
5,24,67,577	158·78	2·91	6,03,258	5,30,70,835	2·94	81·25	2,73,72,740	1·51	51·58	2,56,98,095	1·43	5·07	
													L
49,44,868	194·84	3·34	4,71,183	53,16,051	3·66	8·14	22,56,334	1·55	42·44	30,59,717	2·11	7·48	
5,10,793	114·33	2·43	...	5,10,793	2·43	0·78	2,85,636	1·36	55·92	2,25,157	1·07	3·34	
63,55,661	182·57	3·22	4,71,183	68,26,844	3·51	8·92	25,41,970	1·53	43·63	32,81,874	1·98	6·89	
30,320	121·73	2·26	...	30,320	2·26	0·05	19,168	1·43	63·22	11,152	0·83	3·87	LIII
12,51,092	86·14	2·65	...	12,51,092	2·65	1·92	7,42,997	1·58	59·39	5,08,095	1·07	4·45	LIV
2,73,662	144·58	4·46	12,745	2,86,407	4·66	0·44	1,41,118	2·30	49·27	1,45,289	2·36	5·63	LV
7,87,359	195·37	3·74	...	7,87,359	3·74	1·21	5,40,609	2·57	68·66	2,46,750	1·17	3·41	LVI
...	...	...	...	...	...	...	...	...	...	...	...	...	LVII
69,068	45·91	2·73	...	69,068	2·73	0·11	32,404	1·28	46·92	36,664	1·45	1·91	LVIII
24,11,501	108·62	3·08	12,745	24,24,246	3·10	3·73	14,76,296	1·89	60·90	9,47,950	1·21	4·01	
3,39,125	70·41	3·34	...	3,39,125	3·34	0·52	1,57,967	1·56	46·58	1,81,158	1·78	5·53	LXIII
3,39,125	70·41	3·34	...	3,39,125	3·34	0·52	1,57,967	1·56	46·58	1,81,158	1·78	5·55	
11,22,658	67·36	3·38	...	11,22,658	3·38	1·72	3,77,859	1·14	33·66	7,44,799	2·24	11·52	LXIX
1,17,010	51·73	2·37	...	1,17,010	2·37	0·18	51,506	1·04	44·02	65,504	1·33	6·73	
1,23,175	39·22	2·69	...	1,23,175	2·69	0·19	80,294	1·76	65·10	42,881	0·93	2·68	LXX
20,26,833	102·66	3·45	...	20,26,893	3·45	3·10	11,23,092	1·91	55·11	9,03,801	1·54	4·77	LXXI
84,476	40·77	2·80	...	84,476	2·80	0·12	55,522	1·84	65·73	28,954	0·96	1·28	LXXIII
34,74,212	79·17	3·33	...	34,74,212	3·33	5·31	16,83,273	1·62	48·59	17,85,939	1·71	5·86	
1,45,648	54·92	2·85	(f) 31,074	1,79,722	3·52	0·27	3,40,507	6·66	189·46	-1,60,785	-3·14	...	LXXVI
1,45,648	54·92	2·85	f) 34,074	1,79,722	3·52	0·27	3,40,507	6·66	189·46	-1,60,785	-3·11	...	
6,41,93,724	148·14	2·96	11,21,260	6,53,14,934	3·01	100·00	3,35,77,753	1·55	51·41	3,17,37,231	1·46	5·05	

* See also statements Nos. 26 and 33.

† See also statements Nos. 26 and 34.

‡ See also statements 23 and 26 and paragraph 9 of Chapter VIII.

§ See also statement No. 26.

|| See also statements Nos. 26 and 37.

Working expenses in detail on the standard and metre

Classification No.	RAILWAY.	Mean mileage worked (from statement No 32, chapter ix).	MAINTENANCE OF WAY, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
	STANDARD GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
I	EAST INDIAN (a)	1,738.16	44,43,728	0.36	7.53	49,88,105	0.39	8.31	17,61,067	0.14	3.00	36,41,618
II	BENGAL CENTRAL	125.01	1,57,325	0.39	13.82	1,40,679	0.35	12.36	21,311	0.05	1.93	1,21,258
III	BENGAL-NAGPUR	862.33	8,06,169	0.45	13.00	8,96,073	0.50	14.45	2,74,481	0.15	4.43	5,51,905
IV	INDIAN MIDLAND (c)	944.82	6,65,181	0.38	10.32	12,84,614	0.73	19.02	2,93,722	0.17	4.56	5,26,270
VI	GODHRA-RUTLAM-NAGDA	140.91	2,29,087	0.69	21.34	3,27,551	0.98	30.51	48,152	0.15	4.49	91,551
VII	WARDHA COAL	(44.88)	...	...	...	...	...	...	...	...	...	...
VIII	DHOND-MANMAD	(145.41)	...	...	...	...	...	...	...	...	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE)	(21.47)	(d) 21,163	...	...	...	...	...	...	...	...	...
	TOTAL	3,811.23	63,25,953	0.36	8.41	75,37,022	0.43	10.01	21,00,269	0.14	3.19	49,35,902
	State lines worked by the state.											
XI	NORTH WESTERN (e)	2,813.13	58,40,579	0.67	17.74	65,00,969	0.74	19.74	11,48,362	0.13	3.49	27,28,031
XII	HYDERABAD-SHAHAPALLI	58.91	53,137	0.75	26.04	46,905	0.66	22.86	14,311	0.20	6.97	18,337
XIII	ODISH AND ROHILKHAND (g)	878.09	13,39,512	0.56	15.73	13,67,833	0.60	16.06	6,96,152	0.30	8.18	7,88,303
XIV	EASTERN BENGAL	252.62	7,64,011	0.37	8.55	11,54,436	0.57	12.92	2,64,236	0.13	2.36	9,55,255
XV	CALCUTTA PORT COMMISSIONERS'	8.53	35,005	(j)	8.89	44,117	(j)	11.21	22,003	(j)	5.85	1,17,756
XVI	EAST COAST	534.03	4,22,486	0.42	14.79	7,05,934	0.69	24.71	1,04,210	0.10	3.65	3,35,868
	TOTAL	4,545.31	84,55,060	0.59	15.70	98,19,894	0.69	18.24	22,50,274	0.16	4.18	49,13,493
	Lines worked by guaranteed companies.											
XVIII	GREAT INDIAN PENINSULA (h)	1,491.31	46,07,997	0.51	16.21	69,75,582	0.77	24.53	22,98,506	0.25	8.08	29,58,232
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460.90	26,82,241	1.10	18.81	24,36,812	1.00	17.09	9,22,292	0.38	6.46	9,81,110
XX	MADRAS (i)	857.68	12,90,151	0.49	10.99	21,70,119	0.82	18.19	6,15,806	0.23	5.25	8,45,557
	TOTAL	2,809.89	85,80,389	0.60	15.76	1,15,82,543	0.82	21.28	33,36,604	0.27	7.05	47,91,899
	Assisted companies.											
XXI	DELHI-UMBALLA-KALKA	162.24							Details included with			
XXII	TARESSUR	22.23	23,383	0.38	7.48	25,088	0.40	8.02	9,169	0.15	2.93	18,836
XXIII	SOUTHERN PUNJAB (DELHI SAMASTA)	56.96	...	...	...	27,378	0.49	26.41	8,353	0.15	8.06	10,703
	TOTAL	211.43	23,383	0.20	5.62	52,466	0.44	12.60	17,522	0.15	4.21	29,539
	Lines owned by native states and worked by companies.											
XXVIII	AMRITSAR	(5.44)	...	...	...	...	...	...	...	...	...	...
XXXII	THE NIZAM'S GUARANTEED STATE (m)	354.70	5,54,858	0.61	14.69	4,75,280	0.52	12.58	1,18,379	0.13	3.13	2,65,721
XXXIII	NAGDA-UJJAIN	34.67	19,589	0.31	18.72	18,636	0.29	17.81	6,205	0.10	5.93	7,205
XXXIV	THE GAEKWAR'S PERDAD	13.35	7,564	0.39	11.68	11,140	0.58	17.21	4,318	0.22	6.72	4,496
	TOTAL	402.72	5,82,011	0.59	14.74	5,05,056	0.51	12.80	1,28,932	0.13	3.27	2,77,425
	Lines owned by native states and worked by state railway agency.											
XXXVI	RAJPUTANA-BHATINDA	107.91	1,11,015	0.57	15.93	1,38,298	0.72	19.81	42,202	0.22	6.06	54,085
	TOTAL	107.91	1,11,045	0.57	15.93	1,38,298	0.72	19.84	42,202	0.22	6.06	54,085
	TOTAL STANDARD GAUGE (o)	11,918.52	2,40,77,841	0.51	12.73	2,56,35,279	0.63	15.67	86,75,803	0.18	4.59	1,50,25,314

(a) Including the Delhi-Umballa-Kalka railway in the case of details as they are not given separately in the accounts.

(b) Excluding the working expenses of the Delhi-Umballa-Kalka railway (Rs. 7,55,193) which are shown separately against that railway to arrive at net earnings of that line.

(c) Including the Bhopal-Narsai, the Bina-Guna and the Bhopal-Ujjain railways.

(d) Expenditure incurred direct by the State.

(e) Including the Samna and Kashmir railway (Native state section).

(f) Including Rs. 19,246 on account of rent of leased line.

(g) Including the Cawnpore-Burhwal railway (metre gauge link) except where otherwise stated.

(h) Oudh and Rohilkhand State railway only.

(i) Calculated on the Oudh and Rohilkhand State railway train-mileage and the total working expenses minus Rs. 78,053 paid to the Bengal and North-Western and Rohilkhand and Kumaon railways on account of their share of the Cawnpore-Burhwal railway (metre gauge link) earnings.

(j) Train-mileage not recorded.

N.B.—The mileages shown within brackets are not included in the totals, as they are included with the mileages of the home lines.

No. 37.

gauge railways during the year ending with the 31st December 1897.

FIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING RENT OF LEASED LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0-20	6-19	19,16,340	0-15	3-26	1,50,511	0-01	0-25	12,87,568	0-10	2-19	(b) 1,73,34,553	1-38	29-47	I
0-31	10-92	1,16,733	0-20	10-26	...	...	...	87,571	0-21	7-69	6,48,513	1-60	56-98	II
0-31	8-90	5,54,834	0-31	8-95	...	...	...	1,37,285	0-07	2-21	32,20,750	1-79	51-94	III
0-30	8-16	5,18,078	0-20	8-03	...	...	...	3,21,533	0-18	4-09	36,09,698	2-05	55-98	IV
0-28	8-56	70,660	0-21	6-58	...	...	...	5,788	0-02	0-54	7,78,098	2-33	72-02	VI
...	...	(d) 1,350	...	...	...	...	...	...	...	...	(d) 1,350	...	...	VII
...	...	(d) 12,304	...	...	...	...	...	...	...	...	(d) 12,304	...	...	VIII
...	...	...	...	...	...	...	...	...	...	...	(d) 24,163	...	...	IX
0-28	6-56	31,90,217	0-18	4-24	1,50,511	0-01	0-20	18,39,748	0-11	2-41	2,56,24,429	1-52	34-72	
0-31	8-28	12,55,021	0-11	3-81	44,525	0-01	0-14	(f) 3,99,923	0-04	1-21	1,79,17,116	2-04	54-41	XI
0-26	8-94	9,907	0-14	4-82	...	...	...	2,872	0-04	1-40	1,45,769	2-05	71-04	XII
0-33	9-26	4,17,646	0-17	4-90	...	...	...	2,09,601	0-09	2-16	48,19,077	2-06	56-59	XIII
0-47	10-69	3,61,208	0-18	4-04	1,19,137	0-06	1-34	5,34,987	0-26	5-98	41,53,270	2-01	46-48	XIV
(j)	29-93	15,568	(j)	3-05	...	...	...	9,371	(j)	2-38	2,44,820	(j)	62-21	XV
0-33	11-75	2,80,222	0-28	10-12	1,04,454	0-10	3-66	26,204	0-33	0-91	19,88,318	1-95	69-59	XVI
0-34	9-18	23,48,573	0-16	4-36	2,68,116	0-01	0-50	11,82,958	0-08	2-20	2,92,68,370	2-03	54-36	
0-32	10-41	13,43,861	0-15	4-73	...	...	...	8,53,821	0-09	3-00	1,90,38,005	2-09	66-96	XVIII
0-40	6-88	5,72,030	0-24	4-01	...	...	...	1,96,516	0-08	1-38	77,91,091	3-20	54-63	XIX
0-31	7-21	5,80,836	0-22	4-95	...	...	...	1,19,599	0-05	1-01	56,22,068	2-12	47-90	XX
0-34	8-79	24,96,790	0-18	4-59	...	...	...	11,69,939	0-08	2-15	3,24,51,164	2-29	59-62	
the East Indian railway		...	...	...	...	...	...	...	...	...	7,55,193	1-30	48-00	XXI
0-30	6-03	10,697	0-17	3-42	...	...	...	62,921	1-01	20-13	1,50,994	2-41	48-01	XXII
0-19	10-33	5,783	0-10	5-58	...	...	...	1,676	0-03	1-62	53,893	0-96	52-00	XXIII
0-25	7-09	16,480	0-14	2-96	...	...	...	61,597	0-54	15-52	9,59,180	1-37	48-21	
...	...	(d) 885	...	...	...	...	...	...	...	...	(d) 885	...	...	XXVIII
0-29	7-01	2,93,146	0-32	7-76	...	...	...	(n) 1,30,998	0-15	3-47	18,38,385	2-02	48-67	XXXII
0-11	6-89	4,320	0-07	4-13	...	...	...	928	0-01	0-88	56,883	0-89	54-36	XXXIII
0-23	6-95	2,619	0-14	4-04	...	...	...	621	0-03	0-96	30,791	1-59	47-56	XXXIV
0-24	7-03	3,00,970	0-30	7-60	...	...	...	1,82,550	0-13	3-36	19,26,941	1-94	48-80	
0-28	7-76	29,208	0-15	4-19	...	...	...	8,471	0-04	1-22	3,83,309	1-98	55-00	XXXVI
0-29	7-76	29,208	0-15	4-19	...	...	...	8,471	0-04	1-22	3,83,309	1-98	55-00	
0-32	7-95	63,82,240	0-18	4-43	4,18,627	0-01	0-22	43,98,263	0-09	2-33	9,06,13,396	1-92	47-92	

(A) Including the Wardha-Coal, the Dhond-Manmad, the Khamsaon and the Amravoti railways, but excluding the charges incurred direct by the State.

(b) Including the Madras-Ennur section (Bezwa-Madras) and the Kolar Gold-fields railway.

(m) Including the Bezwa extension (East Coast State).

(n) Including Rs. 89,839 on account of rent of leased line.

(o) Including the Cawnpore-Burhwal railway (metre gauge link).

* See also statements Nos. 26 and 36.

† See also statements Nos. 26 and 36 and paragraph 9 of Chapter VIII.

Working expenses in detail on the standard and metre gauge railways

Classification No.	RAILWAY.	Main mileage worked (from statement No. 32, chapter 18).	MAINTENANCE OF WAX, WORKS AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAP
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	METRE GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
XXXIX	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION	815·66	7,27,446	0·35	12·14	5,26,551	0·26	8·78	1,57,792	0·08	2·64	4,62,796
	COMPANY'S SECTION											
XLI	RAJPUTANA-MALWA	1,673·94	18,95,430	0·38	10·26	30,76,180	0·61	16·65	8,30,259	0·17	4·49	15,17,069
XLII	PÁLANPUR-DEESA	17·23	4,432	0·31	10·25	7,208	0·56	16·66	1,939	0·15	4·48	3,546
XLIII	SOUTHERN MAHARATTA (a)	1,556·20	11,92,692	0·29	12·68	19,07,538	0·46	20·28	3,86,627	0·09	4·11	9,05,191
XLVI	SOUTH INDIAN (b)	1,019·39	11,33,335	0·32	12·30	17,22,721	0·49	18·69	5,03,918	0·14	5·19	8,26,410
XLVII	MÁYATARAM-MUTUPET	53·99	32,780	0·26	12·32	49,814	0·39	18·72	14,620	0·11	5·50	23,836
XLVIII	ASSAM-BENGAL (c)	301·18	2,55,579	0·61	25·63	2,08,796	0·52	21·08	21,091	0·06	2·13	1,67,580
XLIX	BURMA	887·00	12,41,879	0·11	14·35	15,31,316	0·55	17·68	3,93,199	0·14	4·53	8,83,553
	TOTAL	6,354·64	61,57,973	0·36	12·22	90,33,157	0·50	17·02	23,14,475	0·13	4·36	47,90,041
	State line worked by the State.											
I	EASTERN BENGAL—NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch)	478·20	5,42,317	0·37	10·20	5,00,827	0·35	9·59	1,56,228	0·11	2·91	4,15,316
	DACCA SECTION	85·92	88,537	0·42	17·33	73,462	0·35	11·38	19,661	0·09	3·85	72,175
	TOTAL	564·12	6,30,854	0·38	10·82	5,83,289	0·35	10·01	1,75,889	0·11	3·02	4,87,491
	Assisted companies.											
LIII	DEOGHUR	4·79	4,186	0·31	13·81	6,209	0·46	20·45	696	0·05	2·23	5,231
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	279·32	1,74,672	0·37	13·96	1,49,659	0·32	11·97	43,866	0·09	3·51	1,22,098
LV	BENGAL DOOARS	36·40	26,757	0·43	9·31	25,556	0·42	8·92	3,524	0·06	1·23	30,037
LVI	DIBRU-SADIYA	77·50	2,68,582	1·28	34·11	89,264	0·42	11·34	48,740	0·23	6·19	52,401
LVII	LEDO AND TIKAK-MARGHERITA	Information not available			...	...	...	...	...	...	...	...
LVIII	AHMEDABAD-PARÁNTÍ	28·93	7,144	0·28	10·34	11,468	0·45	16·60	3,148	0·12	4·56	5,730
	TOTAL	426·94	4,81,311	0·62	19·86	2,82,186	0·36	11·64	99,974	0·13	4·12	2,15,380
	Line owned by native state and worked by company.											
LXIII	THE GARHWAR'S MEHSÁNA	92·63	34,772	0·34	10·25	56,481	0·56	16·66	15,223	0·15	4·49	27,826
	TOTAL	92·63	34,772	0·34	10·25	56,481	0·56	16·66	15,223	0·15	4·49	27,826
	Lines owned and worked by native states.											
LXIX	JODHPUR-BICKANEER—JODHPUR SECTION	320·50	80,689	0·24	7·19	1,57,302	0·47	14·01	22,622	0·07	2·01	64,675
	BICKANEER SECTION	43·50	10,605	0·21	9·06	22,691	0·46	19·39	3,183	0·06	2·72	8,718
LXX	ODDIPPORE-CHITOR	60·39	35,511	0·78	28·83	20,507	0·45	16·65	5,540	0·12	4·50	10,120
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (e)	379·69	2,72,952	0·46	13·47	3,40,392	0·59	16·79	62,804	0·11	3·10	2,12,910
LXXIII	JÁMNAGAR	39·85	12,797	0·42	15·15	14,633	0·48	17·32	2,028	0·10	3·47	8,029
	TOTAL	843·93	4,12,554	0·40	11·87	5,55,525	0·53	15·99	97,077	0·10	2·79	3,04,652
	Foreign line.											
LXXVI	WEST OF INDIA PORTUGUESE	51·11	53,701	1·05	29·88	76,147	1·49	42·37	16,783	0·33	9·33	51,830
	TOTAL	51·11	53,701	1·05	29·88	76,147	1·49	42·37	16,783	0·33	9·33	51,830
	TOTAL METRE GAUGE (g)	8,333·37	81,00,328	0·37	12·40	1,05,86,785	0·49	16·21	27,13,421	0·13	4·16	58,76,720

(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Maharashtra), the Kolhapur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangud railways.

(b) Including the Pondicherry railway.

(c) See foot-note (g), statement No. 26, page 119.

(d) Including the Lucknow-Bareilly section.

(e) Including the Jaisalmer-Rajkot railway.

(f) Harbour charges.

(g) Excluding the Cawnpore-Darhwal railway (metre gauge link) which is included with the standard gauge.

No. 37—concl'd.

during the year ending with the 31st December 1897—concl'd.

VIC.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS, INCLUDING LEAT OF LINES AND CONTRIBUTION TO THE PROVIDENT FUND.			TOTAL.			Classification No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
Rs.		Rs.	Ry.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.23	7.72	3,85,531	0.19	6.44	2,21,525	0.11	3.69	1,42,512	0.07	2.37	26,24,173	1.29	43.78	XXXIX
0.30	8.21	11,24,015	0.23	6.03	...	...	...	1,66,954	0.03	0.90	86,09,937	1.72	46.60	XLI
0.28	8.20	2,622	0.20	6.06	...	...	...	391	0.03	0.90	20,138	1.56	46.55	XLII
0.22	9.62	8,62,181	0.21	9.16	...	...	...	1,11,209	0.03	1.18	53,65,638	1.30	57.03	XLIII
0.21	8.97	6,22,479	0.18	6.75	...	...	...	75,217	0.02	0.81	48,86,113	1.39	58.01	XLVI
0.19	8.98	17,996	0.14	6.76	...	...	...	15,180	0.12	5.82	1,54,586	1.21	58.10	XLVII
0.12	16.41	2,18,721	0.62	23.11	...	...	...	13,359	0.04	1.35	9,18,426	2.30	92.71	XLVIII
0.31	10.18	6,06,310	0.22	6.99	41,312	0.01	0.48	90,130	0.04	1.04	47,93,729	1.71	55.25	XLIX
0.27	9.03	34,60,995	0.21	7.29	2,62,837	0.01	0.50	6,15,252	0.03	1.16	2,73,72,740	1.51	51.58	
0.20	7.81	2,31,934	0.16	4.12	3,23,319	0.22	6.03	74,363	0.05	1.40	22,56,334	1.55	42.44	L
0.35	14.13	22,469	0.11	4.50	...	...	...	8,832	0.01	1.73	2,85,636	1.36	55.92	
0.29	8.37	2,57,903	0.16	4.13	3,23,319	0.19	5.55	83,195	0.05	1.13	25,41,970	1.53	43.63	
0.39	17.25	2,167	0.19	8.14	...	...	...	379	0.03	1.25	19,168	1.43	63.22	LII
0.26	9.75	1,13,619	0.30	11.18	...	...	...	1,09,113	0.21	8.72	7,42,997	1.58	59.39	LIV
0.49	19.16	31,320	0.51	10.31	21,746	0.35	7.59	2,208	0.01	0.77	1,41,118	2.30	49.27	LV
0.25	6.66	59,159	0.38	10.18	...	...	...	1,139	0.01	0.18	5,40,669	2.57	68.66	LVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	LVII
0.23	8.59	4,391	0.17	6.22	...	...	...	620	0.03	0.90	32,401	1.28	46.92	LVIII
0.27	8.59	2,61,859	0.33	10.80	21,716	0.03	0.90	1,13,780	0.15	4.69	14,76,296	1.89	60.90	
0.24	8.21	29,539	0.20	6.07	...	...	...	3,063	0.03	0.90	1,57,967	1.56	46.58	LXIII
0.28	8.21	29,579	0.10	6.07	...	...	...	3,066	0.03	0.90	1,57,967	1.56	46.58	
0.20	5.79	35,926	0.11	3.20	...	...	...	16,115	0.05	1.46	3,77,859	1.14	33.66	LXIX
0.15	7.15	4,877	0.10	4.17	...	...	...	1,432	0.03	1.23	51,506	1.01	44.02	
0.22	8.22	7,503	0.16	6.09	...	...	...	1,113	0.03	0.90	80,294	1.76	65.19	LXX
0.36	10.50	1,35,381	0.33	9.61	...	...	...	38,650	0.06	1.91	11,23,092	1.91	55.41	LXXI
0.27	9.51	9,551	0.33	11.78	...	...	...	7,181	0.21	8.50	55,522	1.81	65.73	LXXIII
0.29	8.77	2,53,611	0.21	7.30	...	...	...	61,821	0.06	1.87	16,88,273	1.62	48.59	
1.00	25.56	98,877	1.33	55.02	(f) 36,157	0.71	20.12	7,509	0.15	4.18	3,40,507	6.66	189.46	LXXVI
1.00	25.56	98,877	1.33	55.02	(f) 36,157	0.71	20.12	7,509	0.15	4.18	3,40,507	6.66	189.46	
0.27	9.00	47,62,517	0.22	7.29	6,41,039	0.03	0.99	8,87,623	0.04	1.36	3,35,77,753	1.55	51.41	

* See also statements Nos. 26 and 30.

† See also statements Nos. 29 and 30, and paragraph 9 of chapter VIII.

No. 37-A.

during the year ending with the 31st December 1897.

during the year ending with the 31st December 1907.

EARNINGS.				WORKING EXPENSES.									NET EARNINGS.				Classification No.
Sundries, including electric telegraph and steam-boat.	Total.	Per mean mile worked per week.	Per train-mile.	Maintenance of way, works and stations.	Locomotive.	Carriage and wagon.	Traffic.	General.	Steam-boat and Special and miscellaneous, including contribution to the Provident Fund.	Total.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on total capital outlay on open line.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	LXXXII
8,261	2,20,901	56	2.39	49,816	53,349	23,943	20,643	14,427	2,774	1,69,952	1.83	76.94	50,949	0.55	2.44	LXXXIII	
110	5,705	11	0.63	3,426	3,560	1,150	2,984	1,119	...	12,239	1.35	214.53	-6,534	...	...	LXXXIV
5,940	64,261	61	2.83	9,975	5,230	1,716	9,557	2,303	136	28,917	1.27	45.00	35,344	1.56	4.58	LXXXVI	
47,351	4,27,483	87	2.47	42,147	77,702	11,548	44,318	36,800	3,327	2,15,842	1.25	50.49	2,11,641	1.22	8.55	LXXXVII	
56,662	7,18,350	69	2.42	1,05,364	1,39,841	43,357	77,502	54,649	6,237	4,26,950	1.44	59.43	2,91,400	0.98	4.81		
818	96,186	69	3.07	23,314	19,950	4,142	23,195	10,753	707	82,061	2.62	85.32	14,125	0.45	1.57	LXXX	
10,595	7,44,263	28.	4.53	79,403	1,28,553	46,762	59,803	73,880	23,070	4,11,471	2.50	55.28	3,32,792	2.03	10.04	LXXXI	
11,413	8,40,440	208	4.30	1,02,717	1,48,503	50,904	82,998	84,633	23,777	4,93,532	2.52	58.72	3,46,917	1.78	8.22		
68,075	15,58,799	107	3.16	2,08,081	2,83,344	94,261	1,60,500	1,39,232	30,014	9,20,482	1.87	59.05	6,38,317	1.29	6.21		

No. 37-B.

gauge railways during 1893 to 1897.

WORKING EXPENSES, INCLUDING STEAM-BOAT.					NET EARNINGS, INCLUDING STEAM-BOAT.					Classification No.
1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	...	...	...	...	...	...	LXXXII
1,19,599	1,44,887	1,37,709	1,33,130	1,69,952	1,32,507	95,428	96,764	1,25,658	50,949	LXXXIII
...	...	...	...	12,289	...	...	...	...	-6,534	LXXXIV
...	31,704	33,974	31,558	28,917	...	8,576	19,200	38,570	35,344	LXXXVI
1,77,086	1,77,681	1,69,845	2,05,262	2,15,842	1,45,732	1,42,667	2,00,127	1,81,621	2,11,641	LXXXVII
2,06,685	3,54,272	3,41,528	3,69,950	4,26,950	2,78,239	2,46,671	3,16,091	3,45,849	2,91,400	
55,373	60,732	65,976	76,252	82,061	14,437	11,201	18,720	13,744	14,125	LXXX
3,48,531	3,77,125	3,80,249	4,23,669	4,11,471	2,85,650	2,59,169	3,59,869	3,57,924	3,32,792	LXXXI
4,03,904	4,37,857	4,46,225	4,59,921	4,93,532	3,00,087	2,70,360	3,78,089	3,71,668	3,46,917	
7,00,589	7,92,129	7,87,753	8,69,871	9,20,482	5,78,326	5,17,031	6,94,180	7,17,517	6,88,317	
PERCENTAGE OF WORKING EXPENSES ON GROSS EARNINGS.					PERCENTAGE OF NET EARNINGS ON TOTAL CAPITAL OUTLAY ON OPEN LINE INCLUDING STEAM-BOAT AND SUSPENSE.					
1893.	1894.	1895.	1896.	1897.	1893.	1894.	1895.	1896.	1897.	
...	...	...	...	...	...	...	...	...	...	LXXXII
47.44	60.29	58.73	51.44	76.94	7.14	5.10	5.12	6.56	2.44	LXXXIII
...	...	...	...	214.53	...	...	...	...	...	LXXXIV
...	78.71	63.89	45.00	45.00	...	1.20	2.62	5.03	4.58	LXXXVI
54.86	55.46	45.91	53.06	50.49	6.76	6.42	8.34	7.62	8.55	LXXXVII
51.60	58.95	51.93	51.68	59.43	6.96	5.13	6.29	6.83	4.81	
79.32	84.43	77.90	84.73	85.32	1.81	1.37	2.26	1.59	1.57	LXXX
54.06	59.27	51.41	54.20	55.28	9.00	8.16	11.23	10.80	10.04	LXXXI
57.37	61.82	54.01	57.36	59.05	7.56	6.77	9.39	8.90	8.22	
54.78	60.51	53.16	54.80	59.05	7.25	5.87	7.67	7.76	6.21	

July 1897.
traffic only during a short period of 1893.

CHAPTER X.

Rates and fares.

N.B.—*In converting Indian money and weights into sterling currency and English weights, the rupee has been taken at 1s. 4d., and a ton as equivalent to 27·22 maunds.*

In order to meet demands and to assist in supplies of food-grains, being sent forward on account of the famine which prevailed in many parts of the country, the rates for grain and pulses were further reduced during the year by the East Indian, Bengal-Nágpur, Bengal and North-Western, Bombay, Baroda and Central India and the Oudh and Rohilkhand State railways.

The fare for famine coolies was reduced by the East Coast State railway.

As mhowa flower was freely used for consumption by people in the distressed districts, the rate on the Indian Midland railway in booking from Itársi and *viá* to stations beyond Jhánsi and the Jhánsi-Cawnpore, Jhánsi-Agra and Jhánsi-Mánikpur sections, was reduced from the 1st January from 1st class to special A class; and special through rates from certain stations on the Bombay, Baroda and Central India railway to Dhárwár were also introduced to divert the traffic from the sea route to the direct rail route.

On the Southern Mahratta railway, the rate for cattle was specially reduced by 50 per cent.; and the rates for fodder were also reduced from the 1st February to the 10th August 1897.

2. In order to enable European non-commissioned officers and men of the British Army and their families, who are not detailed for transfer to the hills at Government expense, to proceed to the hills on furlough, the Government of India extended to them the concession of travelling on State railways with return tickets, at single fares available for six months. With the exception of the East Indian railway, all railway administrations have agreed to grant the concession with effect from the 1st January 1898.

3. Statement No. 38 on pages 174 to 177 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1897.

4. Particulars of the chief alterations made in coaching fares and goods rates during the calendar year under review are given below.

COACHING FARES.

East Indian Railway system (standard gauge).

5. From the 1st January, the charges for Government remounts were reduced from the Kidderpore Docks and from Howrah, Chitpore and Sealdah to *viá* Gháziabad for Saháranpur, in order to equalise with the Oudh and Rohilkhand State railway route *viá* Moghal Sarai.

From the 1st June, the limit of 7 months, previously allowed for return tickets for horses of native cavalry troopers, was extended to 8½ months to enable cavalry troopers to take advantage of the longer furlough sanctioned by Government.

From the 1st September, third class passengers travelling 200 miles and over were carried by the Punjab and Bombay mail trains at third class fares.

From the 1st October, the period for return tickets for horses in through booking was extended from 4 to 6 months.

Bengal Central Railway (standard gauge):

6. The intermediate and 3rd class fares between stations near Calcutta and stations near Ránaghat were adjusted in competition with the Eastern Bengal State railway route.

The intermediate class ordinary return fare was raised from $1\frac{1}{2}$ to $1\frac{1}{2}$ times the single fare, to make the charge higher than for two single third class tickets.

North Western State Railway system (standard gauge).

7. From the 1st October, the running of third class carriages on mail trains from Ráwalpindi to Saháranpur was resumed.

Oudh and Rohilkhand State Railway (standard gauge).

8. From the 1st June, the limit of 7 months for which return tickets were issued for horses of native cavalry troopers when proceeding on or returning from furlough, was raised to $8\frac{1}{2}$ months.

Eastern Bengal State Railway system (standard, metre and special gauges).

9. From the 5th June, monthly suburban season tickets for bicycles were introduced for the convenience of season ticket holders at Rs. 5 (£0 6s. 8d.) per each bicycle at owner's risk.

East Coast State Railway (standard gauge).

10. From the 20th April, third class return journey tickets, available for 15 days, were issued from Barang to Puri at a fare and a half.

Madras Railway system (standard gauge).

11. From the 1st December, the rate for horses in horse-boxes on the Madras railway was assimilated to the rate in force on other railways, in accordance with conference regulations.

South Indian Railway system (metre gauge).

12. In order to encourage the pilgrim traffic to Kumbakónam for the Mahamagam festival which lasted from the 12th to 25th February inclusive, third class return tickets were issued at a reduction of $6\frac{1}{4}$ per cent. on the ordinary fare.

From the 1st July, the second class passenger rate was increased from 4 pies to 6 pies (0·333d. to 0·500d.) per mile.

Burma Railways (metre gauge).

13. From the 1st May, the third class fares by local trains between Rangoon and Insein, including intermediate stations, were reduced for the public, and from the 22nd August, for locomotive employes resident at Insein. The public fare of Re. 0-2-6 (2·500d.) between Rangoon and Insein was reduced to Re. 0-1-6 (1·500d.), and the intermediate station fares reduced in proportion. The fares on privilege return tickets for locomotive employes, available between Insein and any station between Insein and Rangoon inclusive, were reduced from Re. 0-2-6 (2·500d.) to Re. 0-1-6 (1·500d.).

From the 20th July, the minimum charge for a special train was reduced from Rs. 150 (£10-0-0) to Rs. 100 (£6 13s. 4d.).

From the 12th September, an intermediate class was introduced on the mail train between Mandalay and Rangoon. The fares were based on a sliding scale of $4\frac{1}{2}$ pies (0·375d.) for short distances, coming down to 3·17 pies (0·264d.) per mile between Rangoon and Mandalay.

GOODS RATES.

East Indian Railway system (standard gauge.)

14. From the 1st May, reduced rates were introduced for grass in wagon loads of 210 maunds from stations on the Bengal and North-Western railway to Howrah, Bally and Bhadreswar, in order to open out new fields for the supply of grass to the local mills for the manufacture of paper.

During the same month, the rate for country made soda carried for distances of 300 miles and over, was reduced from $\frac{1}{2}$ to $\frac{1}{4}$ th pie per maund (1·134d.).

to 0·567*d.* per ton) per mile, in order to assist a local industry started at Cawnpore.

From the 1st July, a rebate of 10 per cent. on tariff rates was introduced on loose cotton pressed by the railway company, in minimum wagon loads of 92 maunds, in order to induce traders to use the cotton-presses more freely and thus obtain better wagon loads.

From the 1st August, as an experimental measure, long timber, which is ordinarily charged for by measurement at $\frac{1}{3}$ rd pie per maund (0·756*d.* per ton) per mile, when booked to Agra from stations on the Rohilkund and Kumaon railway, was charged on actual weight at $\frac{1}{4}$ th pie per maund (0·567*d.* per ton) per mile.

From the 1st September, tin in sheets, previously charged at second class, was transferred to the special class, $\frac{1}{3}$ rd pie per maund (0·756*d.* per ton) per mile, to encourage traffic.

From the 1st September, owing to the North Western State railway claiming full tariff rates between Gháziabad and Saháranpur, class and special rates were reduced to and from *viá* Gháziabad, in order to maintain equal rates with the Oudh and Rohilkhand State railway route.

Bengal Central Railway (standard gauge).

15. From the 1st March, the ordinary rates for bamboos, onions and potatoes vegetables and tobacco were experimentally assimilated with those in force on neighbouring railways.

From the 1st June, the rates for kerosine oil were similarly adjusted classified rates being quoted for small lots, and lower rates for large lots, and the East Indian railway classification was adopted almost entirely from the 1st July. Through rates were quoted for jute to Howrah and Shalimar, equal to those to Chitpore, to encourage direct booking. The through rates to all stations for jute from Chandpur were reduced later on, in competition with outside direct steamers.

Coal in full wagons for stations Singia and above was charged 4 pies per maund (9·073*d.* per ton) per mile less than tariff rates, owing to river competition from Calcutta.

North Western State Railway system (standard gauge).

16. From the 10th November, a special rate of Rs. 0-13-5 per maund (30*s.* 5 202*d.* per ton) per mile was quoted for machinery (other than cotton-pressing machinery) including engines, boilers, etc., at owner's risk, subject to a minimum weight for charge of $\frac{1}{3}$ rd carrying capacity of the vehicle used, when booked from Kurrachee or Kiámári to Delhi and *viá*, to place Kurrachee on an equal footing with Howrah and Bombay.

From the 20th November, the wagon mile rates for short timber, sleepers and scantlings were revised; the basis of the new rates being the approximate quantity of sleepers, etc., which could be carried in North Western State railway covered wagons of different types. In view of the great facilities which exist in the Punjab for carrying sleepers, etc., by water, the new rates were introduced with the object of securing a larger proportion of this traffic to the railway than has been the case in the past.

Eastern Bengal State Railway system (standard, metre and special gauges).

17. From the 1st January, the jute rates were reduced from Náráyanganj and other Dacca section stations to Shámnagar, Kánkinára, Naihati, Calcutta, Chitpore, etc., and remained in force up to the 14th July. This reduction was made to induce merchants to send their jute by railway instead of by direct steamers and flats, by which very low rates were obtainable. In the busy season, that is from the 15th July, enhanced rates were reverted to.

Owing to the completion of sidings to certain Jute and Paper mills at Tittaghur and Kánkinára an extra charge, as for one mile, in addition to the goods rates to and from the respective railway stations, was made. This charge took effect from the 20th May in local booking, and from the 1st July in through booking in respect to the Kánkinára Mill sidings, and from the 24th July in local and through booking in respect to the Mill sidings at Tittaghur.

From the 15th July, the A, B, C and D class rates, which were charged according to the Bengal Central railway classification of goods between *viâ* Dum-Dum Junction and Calcutta, Chitpore and *viâ*, or the Kidderpore Docks, were cancelled, and the classified rates according to the Eastern Bengal State railway classification of goods were substituted in through booking with the Bengal Central railway, and *viâ*, to conform to changes made on that railway.

East Coast State Railway (standard gauge).

18. During the year, alterations in rates were brought into force for the carriage of bricks, tiles, stone, ballast, cement, chalk, gravel, kunkur, lime, sand, and chunam, in full wagon loads, and of food-grains, seeds, jaggree and bones in bags, bamboos, kerosine oil, twist or yarn of cotton, betelnut, tamarind, turmeric, hemp, myrabolams, gunnies and bags.

Great Indian Peninsula Railway system (standard gauge).

19. From the 1st July in local booking, and from the 1st August in through booking, special rates were quoted for certain descriptions of goods between Bombay and Jubbulpur and Nágpur and *viâ* Nágpur for certain stations on the Bengal-Nágpur railway, to equalise the Bombay and Howrah rates. Special rates were also quoted for certain descriptions of goods to and from Bombay and *viâ* Wádi for certain stations on the Nizam's Guaranteed State railway, to equalise the Bombay and Madras rates.

Southern Mahratta Railway system (metre gauge).

20. From the 1st January, special rates were quoted for jaggree, ground-nuts, ground-nut seeds, tobacco, tobacco dust, jute and chillies from Kolhápúr to Bombay (for Niphani traffic), to divert the traffic from the Chiploon route.

From the 1st April, special rates were quoted for salt from *viâ* Dádar to all the Southern Mahratta railway stations for the traffic from the Bombay, Baroda and Central India railway stations, to divert the traffic from the Pattimar route.

From the 1st November, a special rate of Re. 0-3-0 per maund (6s. 9-660d. per ton) per mile was quoted for grain and seeds between Bangalore and *viâ* Guntakal (for traffic to Raichúr and *viâ*), to induce the traffic to follow the shortest route.

South Indian Railway system (metre gauge).

21. The through booking of grain from stations in the Tanjore district to Colombo and stations on the Ceylon Government railways was introduced, with a view of diverting the traffic from the longer sea route.

Burma Railways (metre gauge).

22. During the year, several important alterations in rates were brought into force, especially in those relating to the carriage of timber, betelnuts, dried meat, fish and prawns and cutch, kerosine oil, salt, cattle, and iron and steel.

Rohilkund and Kumaon Railway system (metre gauge).

23. From the 1st May, the rate for timber logs, unwrought, was reduced from $\frac{1}{3}$ rd to $\frac{1}{4}$ th pie per maund (0-756d. to 0-567d. per ton) per mile, chargeable on actual weight obtained on a weigh-bridge, as the former system of charging logs on measurement was found most unsatisfactory, and the method of calculating the weight of sal timber at 30 seers per cubic foot incorrect.

Dibru-Sadiya Railway (metre gauge).

24. From the 1st January, the following increased rates for coal and coke were introduced :

For a consignment of less than a wagon load	$\frac{1}{2}$ pie per maund (1-134d. per ton) per mile.
For consignments of a wagon load and upwards, but not exceeding 3,000 maunds	$\frac{1}{2}$ pie per maund (0-756d. per ton) per mile.
For consignments of 3,000 maunds and upwards	0-22 pie per maund (0-499d. per ton) per mile.

STATEMENT

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th.)	SPECIAL CLASS PER TON PER MILE.			1ST CLASS.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	STANDARD GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.									
I	EAST INDIAN (a) . . .	18 00	9 00	3 50	2 50	{ 3 27 to (b) 9 07	{ 2 72 to (c) 9 07	{ ...	9 07	0 33
II	BENGAL CENTRAL . . .	12 00	6 00	4 50	{ 3 00 and (d) 2 50	{ 3 37 to 9 07	{ 2 45 to 9 07	{ 40 83	9 07	0 33
III	BENGAL-NAGPUR . . .	18 00	8 00	3 00	2 00	{ 3 02 to (e) 9 07	{ 2 72 to (c) 9 07	{ 40 83	9 07	0 33
IV	INDIAN MIDLAND (f) . .	12 00	6 00	3 00	(g)	{ 2 72 to 9 07	{ 2 72 to 9 07	{ ...	9 07	0 33
VI	GODHRA-RUTLAM-NAGDA .	Same	as on	the Rajputana-Malwa railway		...	...	...	...	...
VII	WARDHA COAL . . .	18 00	9 00	4 00	2 00	...	...	...	Same as on the Great	
X	MADRAS-ENNUR SECTION (BEZ-WADA-MADRAS).	12 00	6 00	...	2 00	...	...	...	Same as on the Madras	
	State lines worked by the State.									
XI	NORTH WESTERN (h) . .	12 00	6 00	3 00	2 25	{ 2 72 to 6 81	{ 2 72 to 9 07	{ ...	9 07	0 33
XIII	ODISH AND ROHILKHAND .	12 00	6 00	3 50	2 50	{ 4 54 to 9 07	{ 2 72 to 4 70	{ 40 83	9 07	0 33
XIV	EASTERN BENGAL . . .	{ 18 00 to (i) 12 00	{ 9 00 to (i) 6 00	4 00	2 50	{ 4 54 to 5 44	{ 2 45 to 9 07	{ 40 83	9 07	0 33
XV	CALCUTTA PORT COMMISSIONERS.	There is no passenger traffic on this line.				Certain up and down rates between fixed points				
XVI	EAST COAST . . .	18 00	9 00	4 50	2 00	{ 2 72 to 9 07	{ 2 72 to 9 07	{ ...	4 54 to 9 07	0 17 to 0 33
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA (j)	12 00	6 00	3 00	2 00	{ 2 46 to 8 07	{ 2 50 to (k) 7 07	{ ...	(l) 10 08 (m) 9 58 (n) 9 07	(l) 0 37 (m) 0 37 (n) 0 33
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	12 00	6 00	3 00	{ 2 25 to 2 50	{ (o)	{ (p)	{ ...	10 89	0 40
XX	MADRAS . . .	12 00	6 00	...	{ 2 00 and 2 50	{ 3 00 to 10 00	{ 3 00 to 10 00	{ ...	10 00	0 37
	Assisted company.									
XXII	TARKESSUR . . .	12 00	6 00	3 50	3 00	Same as on the East Indian railway.				
	Lines owned by native states and worked by companies.									
XXXII	THE NIZAM'S GUARANTEED STATE (q).	18 00	6 00	(r) 2 50	(s) 2 00	{ (t) 7 00 to 5 00 (u) 6 00	{ 2 50 to 6 00	{ ...	10 08	0 37
XXXIII	NAGDA-UJJAIN . . .	15 00	8 00	3 00	2 25	{ (o)	{ (p)	{ ...	9 58	0 33
XXXIV	THE GABKWAR'S PETLAD .	12 00	6 00	...	2 50	(v) 7 89	10 89	...	10 89	0 40
XXXV	KOLAR GOLD-FIELDS . .	12 00	6 00	...	2 00	A uniform rate of 13 annas and 7 pies per ton.				

No. 38.

railways on the 31st December 1897.

English money at 1s. 4d. to the rupee by taking 1 pie = 0.033d.]

RATES.

RATES.								Classification No.	REMARKS.
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	I	N. B.—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	II	(a) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka for which the passenger fares are double of those herein quoted.
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	III	(b) All stations except Howrah— For first 100 miles 9.07 pies per ton per mile. „ extra distances over 100 and up to 450 miles 4.63 „ „ „ extra distances above 450 miles 3.27 „ „ East Indian railway.
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	IV	(c) For consignments of less than 300 maunds or 11 tons, 9.07 pies per ton per mile. Bengal-Nagpur railway. Consignments of less than a wagon load will be charged for as a full wagon load at the rates shown below unless the coal is bagged, in which case it will be charged at 9.07 pies per ton per mile on actual weight, subject to the differential rule and carried at owner's risk.
...	...	...	...	...	...	...	...	VI	The minimum distance which each individual railway shall be entitled to charge is 25 miles, no terminal being charged when a minimum distance charge is applied.
Indian railway	Peninsular railway	...	...	...	...	...	...	VII	East Indian and Bengal-Nagpur railways. For all distances up to 400 miles inclusive, 4.08 pies per ton per mile. For all distances over 400 miles— For first 400 miles, 4.08 pies per ton per mile. For distances in excess of 400 miles, 2.72 pies per ton per mile. } In consignments of full wagon loads.
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	XI	(d) Between Calcutta and Dattapukur in local booking only.
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	XIII	(e) 1 to 300 miles ... 9.07 pies per ton per mile. 301 to 375 „ ... 8.06 „ „ 376 to 400 „ ... 7.31 „ „ 401 to 450 „ ... 6.55 „ „ 451 to 475 „ ... 6.05 „ „ 476 to 525 „ ... 5.29 „ „ 526 to 550 „ ... 5.04 „ „ 551 to 600 „ ... 4.23 „ „ over 600 „ ... 3.02 „ „
13.61	0.50	18.15	0.67	22.68	0.83	27.22	1.00	XIV	(f) Including the Bhopal-Jitri, the Dina-Goonn and the Bhopal-Ujjain railways.
4.54 to 13.61	0.17 to 0.50	4.54 to 18.15	0.17 to 0.67	4.54 to 22.68	0.17 to 0.83	4.54 to 27.22	0.17 to 1.00	XV	(g) { First 100 miles, 2.67 pies per mile. Next 100 „ 2.50 „ „ „ 200 „ 2.33 „ „ Above 400 „ 2.00 „ „
(n) 14.11 (n) 14.11 (n) 13.61	(l) 0.52 (m) 0.52 (n) 0.50	20.16	0.74	23.19	0.85	30.24	1.11	XVIII	(h) The North Western State railway rates and fares obtain also on the Hyderabad-Shadipalli and the Rajpura-Bhatinda railways, the Jammu and Kashmir railway (Native State section), and on the Southern Punjab (Delhi-Samastota) railway, excepting that a minimum charge of 3.40 pies per ton per mile is charged on food-grains on the last named line.
16.34	0.60	21.78	0.80	27.22	1.00	32.66	1.20	XIX	(i) Between Calcutta and Kanchrapara.
13.61	0.50	18.00	0.66	24.00	0.88	36.00	1.22	XX	(j) Including the Dhond-Manmad, the Khamsaon and the Amraoti railways. (k) The rate is 7.07 pies per ton per mile for consignments of less than 10 tons, and 2.50 to 4.08 pies for consignments of not less than 10 tons. (l) For distances from 1 to 400 miles. (m) „ „ 401 to 600 „ (n) „ „ above 600 „ (o) Food-grains per ton per mile. Pies 1 to 100 miles 9.53 101 to 200 „ 8.00 201 to 400 „ 4.08 over 400 „ 2.72 } in consignments of 160 maunds or 6.98 tons and over.
...	...	...	...	...	...	...	...	XXII	(p) For all distances up to 400 miles inclusive, 4.08 pies per ton per mile. For distances over 400 miles— For first 400 miles, 4.08 pies per ton per mile. For distances in excess of 400 miles, 2.72 pies per ton per mile. } Inconsignments of full wagon loads.
14.00	0.51	20.16	0.74	28.23	1.04	40.33	1.48	XXXII	(q) Including the Bezwa extension (East Coast State railway).
14.29	0.52	19.05	0.70	23.14	0.85	27.22	1.00	XXXIII	(r) 3rd class by mail trains.
16.34	0.60	21.78	0.80	27.22	1.00	32.66	1.20	XXXIV	(s) By trains other than mail. (t) Local. (u) Through booking.
or 6 pies per	maund	obtains	on this railway	...	...	...	...	XXXV	(v) This rate applies to consignments weighing 100 maunds or 6.98 tons, and over.

Passenger fares and goods rates in pies on the Indian

[The fares and rates shown in this table can be converted into English

Classification No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS.				
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.			1st class.	
						Food-grains.	Coal.	Explosives or dangerous goods.	Per ton per mile.	Per maund per mile.
	METRE GAUGE.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
XXXIX	State lines worked by companies.									
	BENGAL AND NORTH-WESTERN—									
	Tierfoot section	18-00	9-00	4-00	2-00	4-53 to 6-80	4-08	...	9-07	0-33
	COMPANY'S SECTION	18-00	9-00	4-00	2-00	6-80	(a) 4-08	...	9-07	0-33
XI	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	18-00	9-00	4-00	2-00	6-80	(a) 4-08	...	9-07	0-33
XLI	RAJPUTANA-MALWA	15-00	8-00	3-00	2-00 to 2-25	(b)	(c)	...	9-53	0-35
XLII	PALANPUR-DHESA	15-00	8-00	...	2-25	(d) 6-80 to 3-27	9-53 to 3-00	...	9-53	0-35
XLIII	SOUTHERN MAHARATTA (c)	12-00	6-00	...	2-00	9-07 to 9-07	9-07 to 9-07	40-56	9-07	0-33
XLVI	SOUTH INDIAN (f)	12-00	6-00	...	2-00	9-07	9-07	40-83	9-07	0-33
XLVIII	ASSAM-BENGAL	18-00	9-00	...	3-00	(g)	(h)	...	9-07	0-33
XLIX	BIRMA (i)	15-00	6-00	3-00 and 4-50	2-00 and (j) 3-00	2-72 to 9-07	2-72 to 9-07	...	9-07	0-33
1.	State lines worked by the State.									
	EASTERN BENGAL—									
	NOBILLEN AND PUNAR SECTION (including the Kaunia-Dharila, 2' 6" gauge, branch).	18-00	9-00	4-00	2-50	3-89 to 5-44	2-45 to 9-07	40-83	9-07	0-33
	DACCA SECTION	18-00	9-00	4-00	2-50	4-54 to 5-44	2-45 to 9-07	40-83	9-07	0-33
	Assisted companies.									
LIII	DROGHDA	24-00	...	...	6-00	(k)	(k)	...	(k)	(k)
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35-00	15-00	...	3-11	6-80	(a) 4-08	...	9-07	0-33
LV	BENGAL DOOARS	36-00	21-00	6-00	3-00	32-66 to 32-66	21-77 to 32-66	...	27-22	1-00
LVI	DIBRU-SADIYA	18-00	9-00	4-00	...	...	5-99	...	27-22	1-00
LVII	LEDO AND TEAK-MARGHERITA COLLIERY	Information not available	...	...	...	...	...	...	...	...
LVIII	AHMEDABAD-PARANTIS	15-00	8-00	...	2-25	(d) 6-80	9-53	...	9-53	0-35
LXIII	Line owned by native state and worked by company.									
	THE GALKWA'S MEHSANA	15-00	8-00	...	2-25	(d) 6-80	9-53	...	9-53	0-35
LXIX	Lines owned and worked by native states.									
	JODHPUR-BICKANEER—									
	JODHPUR SECTION	18-00	6-00	...	2-00	(n) & (o)	(n) & (o)	...	13-61	0-50
	BICKANEER SECTION	18-00	6-00	...	2-00	(n) & (o)	(n) & (o)	...	13-61	0-50
LXX	ODDEYPUR-CHITOR	15-00	8-00	...	2-25	(d) 6-80	9-53	...	9-53	0-35
LXXI	BHUVNAGAR-GONDAL-JUNAGAD-PORDAB-DAR (p).	12-00	6-00	...	2-75	8-00	4-00 to 8-00	...	10-89	0-40
LXXIII	JAMNAGAR	Same as on the Bhavnagar-Gondal-Junagarh-Pordabdar railway	...	...	...	...	...	...	...	...
LXXVI	Foreign line.									
	WEST OF INDIA PORTUGUESE	12-00	6-00	...	2-50	8-00	5-12	...	10-00	0-36
LXXX	SPECIAL GAUGES.									
	State line worked by the State.									
	JORHAT (2' 0")	24-00	...	8-00	4-00	27-22	9-07	...	27-22	1-00
	Assisted companies.									
LXXXI	PARJEELING-HIMALAYAN (2' 0")	72-00	36-00	15-00	...	63-96	25-58	...	81-66	3-00
LXXXII	BARS-LIGHT (2' 6")	In formation	...	not available	...	...	...	...	...	...
LXXXIII	Lines owned by native state and worked by companies.									
	THE GARHWAR'S DABHOI (2' 6")	(g) 9-00	(r) 3-00	...	...	(b)	(c)	...	10-89	0-40
LXXXIV	RAJPIPLA (2' 6")	(g) 9-00	(r) 3-00	...	...	(b)	(c)	...	10-89	0-40
LXXXVI	Line owned by native state and worked by state railway agency.									
	COOCH BEHAR (2' 6")	24-00	12-00	6-00	4-00	(s)	(s)	...	(s)	(s)
LXXXVII	Line owned and worked by native state.									
	MCEVI (2' 6")	12-00	6-00	...	3-00	6-80	8-00	...	10-89	0-40

No. 38—concl'd.

railways on the 31st December 1897—concl'd.

money at 16 d. to the rupee by taking 1 pie=0.0317.]

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Classification No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XXXIX	NB.—The coal rates in force on the East Indian railway apply also to State lines worked by the State and certain other railways.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XL	(a) For consignments of full wagon loads. Coal in small quantities is chargeable at 9-07 pies per ton per mile.
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	XLi	(b) Vide remark (c) on page 171.
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	XLii	(c) Vide remark (p) on page 171.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XLiii	(d) This rate applies to consignments weighing 100 maunds or 6-08 tons and over.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XLvi	(e) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yeshwantpur-Mysore frontier, and the Mysore-Nanjangud railways.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XLviii	(f) Including the Mayavaram-Mutupet and the Pondicherry railways.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	XLIX	(g) For first 100 miles, 9-07 pies per ton per mile; and for extra distances above 100 miles, 4-54 pies per ton per mile.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00	L	(h) For distances up to 400 miles 4-09 pies per ton per mile, and when bagged and in small quantities, 9-07 pies per ton per mile.
13-61	0-50	18-15	0-67	22-68	0-83	27-22	1-00		(i) The standard weight on this railway is the viss, one ton being equal to 613-4 viss and one maund to 22-69 viss.
(k) 9-07	(k) 0-33	(k) 13-61	(k) 0-50	(k) 20-41	(k) 0-75	(k) 27-22	(k) 1-00	LIII	(j) 3-00 pies on Burma railways, and 2-00 pies on Mu Valley railway, and for local trains.
(l) 18-15	(l) 0-67	(l) 27-22	(l) 1-00	(l) 40-83	(l) 1-50	(l) 51-44	(l) 2-00	LIV	
32-66	1-20	48-00	1-80	68-05	2-50	...	...	LV	(k) Special rates are charged for all goods traffic.
54-44	2-00	81-66	3-00	...	...	...	...	LVI	(l) Between Bareilly Junction and Kichha.
...	...	...	...	...	...	...	...	Lvii	(m) Between Kichha and Kathgodam.
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	Lviii	
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	Lxiii	
20-41	0-75	25-86	0-95	31-30	1-15	36-75	1-35	Lxix	(n) First 100 miles, 10-69 pies per ton per mile.
14-29	0-52	19-05	0-70	23-14	0-85	27-22	1-00	Lxx	Over 100 miles, 8-17 " " " "
16-33	0-60	21-78	0-80	27-22	1-00	32-66	1-20	Lxxi	(o) Per wagon load } first 100 miles, 0-4-0 a wagon per mile.
...	...	...	...	...	...	...	...	Lxxiii	(for grass) } over 100 " 0-3-0 " " "
14-00	0-51	23-00	0-87	34-00	1-21	48-00	1-76	Lxxvi	(p) Including the Jetoisar-Bajkot railway.
54-44	2-00	81-66	3-00	...	...	...	...	Lxxx	
95-27	3-50	108-88	4-00	122-49	4-50	136-10	5-00	Lxxxvi	
...	...	...	...	...	...	...	...	Lxxxvii	
16-33	0-60	21-78	0-80	27-22	1-00	32-66	1-20	Lxxxviii	
16-33	0-60	21-78	0-80	27-22	1-00	32-66	1-20	Lxxxix	(q) Upper class.
(s)	(s)	(s)	(s)	(s)	(s)	(s)	(s)	Lxxxvi	(r) Lower class.
16-33	0-60	21-78	0-80	27-22	1-00	32-66	1-20	Lxxxvii	(s) 27-22 pies per ton, or 1-00 pie per maund per mile.

CHAPTER XI:

Fuel consumption.

The total quantity of fuel consumed on the standard and metre gauge railways* during 1897 compares with the previous year as follows :

Year.	COAL.			Coke.	Patent fuel.	Wood.
	English.	Indian.	Total.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	106,599	1,174,039	1,280,638	4,344	1,664	321,052
1897	47,683	1,324,282	1,371,965	4,257	2,203	358,244

2. The total consumption of coal on the standard and metre gauge railways was 7·13 per cent. greater than in 1896. The total consumption of Indian coal increased by 12·80 per cent. and that of English coal decreased by 55·27 per cent. The quantities of patent fuel and wood used increased by 35·91 and 11·58 per cent., respectively, while the quantity of coke decreased by 2·00 per cent.

3. The actual quantities consumed; the average cost per ton; the consumption per train-mile, per engine-mile and per thousand gross ton-miles, and the cost per ton stated in terms of Giridih (Kurmurbaree) best steam coal; and the average lead on the principal railways, will be found in statement No. 39 on page 186.

4. The equivalents which have been generally employed for converting the various descriptions of fuel into terms of Bengal coal are as follows, one ton of Giridih (Kurmurbaree) best steam coal being taken as the standard :

Description.	Equivalents.	Co-efficients.
Giridih (Kurmurbaree) best steam coal	1·00	1·00
Kurmurbaree (East Indian railway) selected large coal	0·99	1·11
Welsh best steam coal	0·80	1·25
Patent fuel	0·70	1·43
Singareni coal	1·05	0·95
Bengal or Barakar steam coal	1·10	0·90
Umaria coal	1·25	0·80
Mohpáni coal	1·50	0·66
Warra coal	1·80	0·56
Wood fuel	2·50	0·40

These factors have been arrived at from a careful examination and comparison of the results of trials carried out within recent years on several railways, and are believed to represent the relative values of the different fuels as nearly as possible. As the figures are only approximate, however, it is not intended that they should be used where more reliable results have been obtained by actual experiment.

The table on page 187 shows the equivalent of one ton of Giridih (Kurmurbaree) best steam coal in terms of other descriptions of fuel as used by some of the principal railways.

Particulars regarding the descriptions of fuel in use on the principal lines during 1897 are given in the following paragraphs :

East Indian Railway system (standard gauge).

5. Kurmurbaree coal was used over the whole system, and Kurmurbaree coke at Howrah and Dinapore. Market coal was used at Ondál, Ásansol, Barakar and Dhanbaid.

* Excluding the West of India Portuguese railway.

The rates per ton for Kurhurbaree coal were Rs. 1-12-0 from January to April, Rs. 2-2-0 from May to June and Rs. 1-14-0 from July to December, for coke Rs. 2-8-0 throughout the year, and for market coal varied between Rs. 1-8-0 and Rs. 2-8-0 from October to December, delivered into wagons at Giridih by the East Indian railway collieries and at Asansol, Ondál, Barákar and Dhanbaid by contractors.

The actual quantities of coal and coke used were :

	Tons.
Kurhurbaree coal	347,045
Kurhurbaree coke	4,157
Market coal	8,268
Coal supplied by the Eastern Bengal State railway at Chitpore and Narcaidangah	39

Bengal Central Railway (standard gauge).

6. Bengal coal (11,209 tons) was exclusively used on this railway.

The average rate of purchase was Rs. 2-6-0 per ton, delivered into wagons at the nearest station from the pit's mouth.

The coal supplied under all the contracts was of good quality and the arrangements for delivery were satisfactory.

Bengal-Nággpur Railway (standard gauge).

7. The coal used on the different sections of the line was obtained from the following sources :

On the main line (between Asansol and Nággpur) and on the branch lines (between Jhaisuguda and Sambalpur and Bilaspur and Sahdol).	Bengal steam coal at Rs. 2-12-0 per ton, delivered into wagons at Radhanagar and Dhudke (Asansol Junction by the Bengal Coal Company and New Beerbhoom Coal Company, respectively.
On the branch line (between Sahdol and Katni).	Umaria coal supplied from the collieries at Rs. 4-0-0 per ton delivered into wagons at pit's mouth.

The coal supplied under the above contracts has been of good quality, and the arrangements for delivery were fairly satisfactory.

The actual quantities of the different descriptions of coal consumed were :

	Tons.
Bengal coal	38,526
Umaria coal	4,027

Indian Midland Railway system (standard gauge).

8. The descriptions of coal used on the different sections of the railway are shown below :

On the Northern section (Jhānsi to Agra, Cawnpore and Bina, and Jhānsi to Mánikpur).	Bengal and Umaria coal.
On the Southern section (Bina to Itársi, Saugor and Goona, and Bhopal to Ujjain).	Bengal, Umaria and Mohpáni coal.

The purchase rates per ton for the different descriptions of fuel were Rs. 4-0-0 for Umaria coal, delivered at the pit's mouth, Rs. 2-10-0 for Bengal coal, delivered at Giridih and Gourangdih, Rs. 5-8-0 for Mohpáni coal, delivered at Mohpáni, and for firewood Rs. 1-14-0, delivered at Dhaura, Rs. 2-0-0, delivered at Bahilpurwa and Rs. 3-0-0, delivered at Itársi.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	10,437
Umaria coal	41,999
Mohpáni coal	599
Firewood	1,298

The substitution of Bengal for Umaria coal for the passenger service gave satisfactory results. A small quantity of Mohpáni coal was obtained for experimental purposes and found to be about equal to Umaria coal in quality.

North Western State Railway system (standard gauge).

9. The fuel used on the different sections of the system was obtained from the following sources :

On the main line, between Gháziabad and Pesháwar.	Barákar coal supplied by the Barákar Coal Company at Rs. 15-8-0 per ton, delivered into wagons at Liá-mári station.
On the Rájputa-Bhátinda railway.	Gourangdih and Rubble coal supplied by the Barákar Coal Company at Rs. 2-0-0 and Rs. 2-4-0 per ton, delivered into wagons at Gourangdih.
On the Kurrachee-Kotri section.	Giridih coal supplied by the Bengal Coal Company at Rs. 2-4-0 per ton, delivered into wagons at Giridih.

Constantly on the Sind-Sagar railway between Bhakkar and Lala Músa.
Constantly on the Siáikot and Lyallpur branches.
Constantly between Káwalpindi and Khushálgarh and Pesháwar.
Between Lala Músa and Phillour on goods trains.
Occasionally between Rajpura and Bhátinda.

Dandot coal supplied from Dandot and Bhaganwalla Government collieries at Rs. 10-0-0 per ton, delivered into wagons at Kalapau and Harapur.

On the Sind-Pishin and Mushkaf-Bolan railways from Sibi to Chaman throughout the year.

Khost coal supplied from Khost Government mines at Rs. 18-0-0 per ton, delivered into wagons at Khost.

On the Sind-Pishin and Mushkaf-Bolan railways throughout the year.

Patent fuel made of Khost slack pressed at Rs. 24-0-0 per ton, delivered into wagons at Quetta.

Throughout the year between Kurrahe and Kotri and also in small quantities on the Sind-Pishin and Mushkaf-Bolan railways.

English coal supplied from England through Messrs. Forbes, Forbes and Company at an average rate of Rs. 20-14 5 per ton, delivered into wagons at Kismári.

Throughout the year on the main line between Lahore and Kotri.

Throughout the year on the Sind Sagar railway between Sher Shah and Bhakkar.

Throughout the year on the Kotri-Rohri Railway.

Throughout the year on the Hyderabad-Shadipalli railway.

Firewood from the Baháwalpur state supplied at different stations between Reti and Samásata at Rs. 50 per 1,000 cubic feet.

Firewood from Punjab forest supplied at different stations between Wan Radharam and Gilawala at Rs. 56-10-8 and Rs. 60-0-0 per 1,000 cubic feet.

Firewood from the Sind forest supplied at different stations between Reti and Kotri including Ruk to Jacobabad at an average rate of Rs. 45-0-0 per 1,000 cubic feet.

Firewood from the Khairpur forests supplied at different stations between Rohri and Rádhan at Rs. 45-0-0 per 1,000 cubic feet.

Firewood supplied by contractors on the Wazirabad-Lyallpur railway at Rs. 52-8-0 per 1,000 cubic feet *plus* royalty of about Rs. 20-0-0 per 1,000 cubic feet.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	66,693
Dandot coal	60,088
English coal	6,666
Khost coal	5,192
Patent fuel, Khost	2,211
Patent fuel, English	1
Wood	136,036

Oudh and Rohilkhand State Railway (standard gauge).

10. The supply of coal was as follows :

40,634 tons of Giridíh coal at Rs. 4-6-0 per ton, delivered into wagons at Giridíh; and 309 tons of Jherriah coal at Rs. 2-12-0 per ton from January to March only, delivered into wagons at Dhaubaid.

The coal supplied was of good quality and the arrangements for delivery were satisfactory.

Trials of Shampore coal and Borrea Coal Company's Salanpur coal with Giridíh coal were carried out in the early part of the year. Both proved to have good steaming qualities, but the percentage of coal consumed was so high that it would be of no advantage to substitute them for Giridíh coal.

Eastern Bengal State Railway system (standard, metre and special gauges).

11. The description of fuel used on the different sections of the line was obtained from the following sources :

On the Eastern (Calcutta to Goalundo and branches) and Southern (Calcutta to Port Canning, including Budge-Budge branch) sections.	Borrea coal supplied by the New Beerbhoom Coal Company at Rs. 3-8 per ton from January to March and Rs. 2-2 per ton from April to December, delivered into wagons at the Borrea siding near Barákar.
	Salanpur coal supplied by the Borrea Coal Company at Rs. 3-0 per ton from January to March and Rs. 2-10 per ton from April to December, delivered into wagons.
	Barákar coal supplied by the Barákar Coal Company at Rs. 4-4 per ton, delivered into wagons at Barákar and Chanch siding.
	Gourangdih coal at Rs. 2-8 per ton, delivered into wagons at Sitárapur and Khairabad.
On the Northern (Sára Ghát to Siligari, and branches), Behr (Manihari Ghát to Dinagopore and Kuthár to Anchara Ghát and branches), and Kaunia-Uharilla sections.	Borrea, Barákar, Salanpur and Gourangdih.—See rates above.
	Patalbaree coal supplied by the South Barákar Coal Company at Rs. 2-8 per ton, delivered into wagons.
On the Dacca (Náráyanganj to Mymensingh) section.	Borrea, Barákar, Salanpur and Patalbaree coal.—See rates above.

The total actual quantity of Bengal coal used was 81,729 tons.

East Coast State Railway (standard gauge).

12. The descriptions of coal used and the rates at which they were purchased were :

16,775 tons of Singareni unscreened, and 1,839 tons of Singareni steam coal, delivered into wagons at Bezwaia at Rs. 7-5-0 per ton.

5,066 tons of Bengal coal, delivered into wagons at Cocanada Port at Rs. 12-4-0 per ton.

On account of the arrangements made for crossing wagons over the Gódávári, the use of unscreened coal proved more economical than the screened or steam coal which was formerly supplied. The consumption per engine-mile was reduced from 48·59 lbs. in the first-half to 36·32 lbs. in the second-half of 1897. This saving was chiefly due to the coal having been crossed in wagons during the latter half of the year, instead of unloading on the river bank, filling into country boats and again loading up on Rajahmundry side as was done in the first-half of 1897.

Great Indian Peninsula Railway system (standard gauge).

13. The descriptions of coal used on the different sections of the railway system are shown below :

On the Konkan district (Bombay to Karjat and Bombay to Kására)	English, Singareni unscreened, Bengal sea-borne and Japanese.
On the Bhore Ghát (Karjat to Lonávla)	English, Singareni unscreened, and Bengal sea-borne.
On the Thal Ghát (Kására to Igatpuri)	English, Singareni unscreened, and Bengal sea-borne.
On the south-east line (Lonávla to Ráichur)	Singareni, unscreened, Bengal sea-borne and Japanese.
On the Dhond-Manmád section	Singareni unscreened, Warora and Bengal sea-borne.
On the north-east line (Igatpuri to Nándgaon)	Warora, Singareni unscreened, Bengal sea-borne and Japanese.
On the north-east line (Nándgaon to Bhusával)	Warora, Nerbudda, Singareni unscreened, and Bengal sea-borne.
On the north-east line (Bhusával to Khandwa)	Umaria large and nuts, Nerbudda, and Warora.
On the north-east line (Khandwa to Jabbalpore)	Nerbudda and Umaria large and nuts, Warora, Singareni unscreened and Sanctoria.
On the Nágpur Bhusával section	Sanctoria, Warora, Singareni unscreened.
On the Wardha-Warora section	Warora.
On the Khámgaon section	Sanctoria and Warora.
On the Amrísoti section	Sanctoria.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below :

Description of coal.	Quantity.	Rate per ton.		Place of delivery.
	Tons.	Rs. A.	Rs. A.	
English	7,553	16 - 8	to 17 - 2	Into boats at Bombay.
Bengal sea-borne	31,461	12 - 8	to 14 - 8	
Japanese	6,121	13 - 4	to 15 - 0	
Singareni, unscreened	87,248	3 - 8	to 4 - 8	Into wagons at Yellandu.
Nerbudda	16,038	5 - 12	and 6-0	Into wagons at Mohpáni.
Warora	55,440	4 - 8		Into wagons at pit's mouth.
Sanctoria	7,757	3 - 0		Into wagons at pit's mouth.
Umaria, large	15,429	4 - 0		Into wagons at Umaria.
Umaria, nuts	6,820	2 - 2		Into wagons at Umaria.
Firewood	2,073	4—12	to 7—8	

Bombay, Baroda and Central India Railway system (standard gauge).

14. The descriptions and quantities of fuel used on the railway system were :

	Tons.
English coal	22,477
Bengal coal	20,853
Singareni coal	25,222
Firewood	1,399

The different descriptions of English coal used were Nixon's Navigation, Ferndale, Powell Duffryn and Davison's West Hartley.

The average price per ton of English coal was Rs. 24-4-9 and the average prices of Bengal sea-borne coal were Rs. 14-3-6 and Rs. 12-13-2, delivered into boats in Bombay. The rate paid for Singareni coal was Rs. 12 per ton, delivered into wagons at Dadar junction. Firewood was supplied by the company's engineering department at an average rate of Rs. 5-6-7 per ton.

Madras Railway system (standard gauge).

15. The descriptions of fuel used on the different sections of the railway were as follows :

Section.	Description of fuel used.
Madras-Nandalúr.	{ Bengal coal at Rs. 13-12-6 per ton, carried from Calcutta by sea.
Bowringpet-Marikuppam.	{ Singareni coal at Rs. 13-13-4 per ton, delivered into wagons at Rayapuram and Rs. 13-6-7 per ton, delivered and stacked in the yard at Ráichúr.
	{ Firewood from Rs. 3-14-0 to Rs. 6-1-6 per ton.
Madras-Jalarpet.	{ Bengal and Singareni coal.
Washermenpet-Ennúr.	
Nandalúr-Ráichúr.	{ Singareni coal.
Jalarpet-Bangalore.	
Jalarpet Calicut.	
	{ Firewood.

Coal was exclusively used on mail trains and coal or firewood on mixed trains.

The coal supplied under all the contracts was of fairly uniform quality and the deliveries were satisfactorily made. The introduction of Gourangdih coal in part replacement of Singareni coal, which has hitherto been almost exclusively used throughout the line, has so far been attended with satisfactory results.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	3,268
Singareni coal	31,224
Patent fuel	28
Firewood	68,169

The Nizam's Guaranteed State Railway system (standard gauge).

16. The description of fuel used on this line was Singareni unscreened coal (26,986 tons).

The coal was supplied under contract with the Hyderabad Deccan Company at Rs. 4-8-0 per ton, delivered at pit's mouth at Yellandu, and has been of good quality. The arrangements for delivery were satisfactory.

Bengal and North-Western Railway system (metre gauge.)

17. Kurburbaree coal was exclusively used on the Tirhoot section and on the section east of Gorakhpur, as well as on the Cawnpore-Burhwal (metre gauge link). Firewood from the Forest department was chiefly used on the section west of Gorakhpur.

The rate paid for coal was Rs. 3-4-0 per ton, delivered into wagons at Giridih and for wood, Rs. 3-8-0 per ton, delivered into wagons at Pharenda and Maskanwa.

The actual quantities of coal and wood used were:

Bengal coal	Tons.
Firewood	23,219
	9,884

Rajputana-Malwa Railway system (metre gauge).

18. Kurhurbaree, Borrea, Gaurangdih, Barákar and Sibpore coal was used over the whole line, Salanpore Borrea coal between Rutlam and Khandwa, Jardine's Navigation coal between Abu and Sábarmati, Singareni coal between Khandwa and Rutlam, English coal between Sábarmati and Khandwa and unserviceable sleepers over the whole line for lighting up engines.

The rates at which the different descriptions of coal were purchased and the places of delivery are given below:

Description of coal.	Quantity.	Rate per ton.	Place of delivery.
	Tons.	Rs. A. P.	
Kurhurbaree	33,608	3 8 0	Into wagons at Giridih.
		13 2 0	In Bombay harbour.
Borrea	14,878	3 4 0	Into wagons at Sitarampore.
Salanpore Borrea		13 8 0	In Bombay harbour.
Gourangdih	2,130	11 10 0	Into wagons at Alipore siding.
		12 0 0	In Bombay harbour.
Barákar	6,054	11 10 0	In boats alongside.
Sibpore	6,223	3 0 0	Into wagons at Ásansol.
Jardine's Navigation (Jherrish)	1,474	12 0 0	In Bombay harbour.
Singareni	3,885	17 8 0	At Khandwa.
Ferndale steam	4,015	17 8 0	In Bombay harbour.
Nixon's Navigation	1,657	26 8 0	In Bombay harbour.
Firewood	1,317	5 0 0	
		Per 100 cubic feet	

Southern Mahratta Railway system (metre gauge).

19. The description of fuel chiefly used on the several sections of the railway system is shown below:

On the Harihar-Nanjangúd section.	} Singareni unscreened coal at Rs. 4-8-0 per ton, delivered into wagons at the colliery.
On the main line (Gadag to Beznada).	
On the Guntakal-Hindupur section.	
On the Bijápur branch (Hotgi to Gadag).	
On the Poona branch (Poona to Miraj).	} Firewood at Rs. 4-4-0 and Rs. 8-0-0 per ton, delivered in stacks at fuel depôts.
On the Poona branch (Miraj to Londa).	
On the Kolhápur-Miraj section.	
On the main line (Castle Rock to Gadag).	
On the Harihar branch (Hubli to Harihar).	

The fuel supplied under all the contracts has generally been of good quality and arrangements for delivery were satisfactory.

The actual quantities of coal and wood used were :

	Tons.
Singareni unscreened coal	47,401
Firewood	42,937

South Indian Railway system (metre gauge).

20. The coal used on the different sections of the line was obtained from the following sources :

Throughout the system	{ Barakar coal from the Zyabad colliery at Rs. 12-5-6 per ton, delivered at Negapatam Tuticorin, Cuddalore and Madras.
On the section Madura to Madras, including Villupuram-Nellore and Pakala-Dharmavaram branches,	{ Jherriah coal from the Jardine's Navigation seam at Rs. 12-11-6 per ton, delivered at Cuddalore.
On the southern section from Mayavaram to Tuticorin including the Negapatam branch,	{ Desherghur coal from the Equitable Coal Company's pits at Rs. 16-9-0 and Rs. 14-8-0 per ton, delivered at Tuticorin and Negapatam, respectively.
On the southern section from Mayavaram to Tuticorin including the Negapatam branch,	{ Barmundia coal from the Damuda Coal Company's pits at Barmundia at Rs. 16-9-0 and Rs. 14-8-0 per ton, delivered at Tuticorin and Negapatam, respectively.
On the Madras-Chingleput and Dharmavaram-Pakala sections.	{ Singareni coal at Rs. 13-12-0 and Rs. 12-8-0 per ton, delivered at Madras and Dharmavaram, respectively.

Firewood was purchased at Rs. 5-0-0 per ton from the Forest department and from contractors.

The arrangements for the delivery of coal were satisfactorily carried out.

The quantities of the different descriptions of fuel used were :

	Tons.
Barakar coal	31,335
Jherriah coal	8,335
Desherghur coal	3,331
Singareni coal	2,979
Barmundia coal	2,101
Firewood	31,011

Assam-Bengal Railway (metre gauge).

21. Borrea steam coal (7,282 tons) was used on the Chittagong section and Assam coal (684 tons) on the Gauhati branch of this railway. Only 24 tons of wood were used over the whole line.

The purchase rates per ton were Rs. 13-14-0, from January to March and Rs. 7-12-0, from April to December, for Borrea coal, and Rs. 16-8-0 for Assam coal, delivered, respectively, at Chandpur and Gauhati stacked on the company's premises. Wood was purchased at Rs. 3-0-0 per ton, delivered at Gauhati and at site. The quality of coal and the arrangement for its delivery were satisfactory.

Burma Railways (metre gauge).

22. The fuel chiefly used on the whole line was as follows :

Bengal coal of various kinds at Rs. 11-15-2 per ton, delivered at Mandalay, and Botatong.
Thingadaw (Burma) coal at Rs. 9-11-0 per ton, delivered at Mandalay.
Wood fuel at Rs. 3-2-8 per 100 cubic feet delivered at various depôts in Upper and Lower Burma.
Small quantities of Patent fuel and Singareni coal at Rs. 17-2-0 and Rs. 14-0-0 per ton, respectively, delivered at Botatong.

The actual quantities of the different descriptions of fuel used were :

	Tons.
Bengal coal	33,426
Thingadaw (Burma) coal	7,547
Wood fuel	24,700
Patent fuel	23
Singareni coal	109

Rohilkund and Kumaon Railway system (metre gauge).

23. Wood fuel was chiefly used between Lucknow and Mailani, between Mailani and Barilly on the Lucknow-Barilly section, and between Barilly and Kathgodam on the company's section of the line.

The rate paid for wood fuel was Rs. 2-14-7 per ton, delivered on the cess of the line, and for a small quantity of Bengal coal, Rs. 3-4-0 per ton, delivered into wagons at Giridih.

The actual quantities of coal and wood fuel used were :

	Tons.
Bengal coal	274
Wood fuel	12,260

Jodhpore-Bickaneer Railway (metre gauge).

24 Giridih (4,613 tons) was used on both the Jodhpore and Bickaneer sections of the line. The rate paid was Rs. 3-10-0 per ton, from January to July, and Rs. 2-12-0 per ton, from August to December, delivered into wagons at Giridih.

Bhavnagar-Gondal-Junágar-Porbandar Railway system (metre gauge).

25. The descriptions of fuel used on the system were :

	Tons.
Cardiff coal	5,285
Bengal coal	1,752
Wood	85

The average price per ton of Cardiff coal was Rs. 24-8-0 and of Bengal coal Rs. 17-0-0, delivered into wagons at Bhavnagar docks. For firewood, old sleepers and jungle wood were supplied, respectively, by the company's engineering department and the store-keeper at Rs. 12-3-10 per ton, delivered at Bhavnagar Para and Jetalsar.

Gourangdih coal was obtained for trial, but has not proved satisfactory.

STATEMENT No. 39.

Particulars of fuel consumption on the principal railways during 1897.

Classification No.	RAILWAY.	Description of fuel.	Total actual quantity consumed in terms of coal.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF GIRIDH (KURHUR-BAREILLY BEST STEAM COAL.)				Average cost per ton in terms of Giridh (Kurbur-bareil.) best steam coal.	Average load.
						(a)					
						Total quantity.	Per train-mile.	Per engine-mile.	Per 1,000 gross ton-miles.		
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	lbs.	Rs.	Mt. lbs.
I	EAST INDIAN (b)	Bengal coal and coke	359,609	1-8	0-8	359,609	60-09	50-49	164-53	1-8	Bengal, 224 1/2 Coke, 204 1/2
II	BENGAL CENTRAL	Bengal coal	11,202	5-17	2-28	8,967	49-13	42-6	102-02	6-4	Bengal, 182 1/2
III	BENGAL-NAGPUR	Bengal and Umaria coal; but principally Bengal coal.	42,553	3-0	1-14	37,595	47-15	42-32	133-79	3-55	Bengal, 271 1/2 Umaria, 3 1/2
IV	INDIAN MIDLAND (b)	Umaria, Bengal and Mohpáni coal and wood; but principally Umaria coal.	53,467	8-21	4-0	35,421	45-29	43-05	151-57	11-61	Umaria, 211 1/2 Bengal, 150 1/2 Mohpáni, 14 1/2 Wood, 123 1/2
XI	NORTH WESTERN STATE (b).	English, Bengal, Dandot, Khosht coal; also patent fuel and wood	203,586	9-46	4-6	174,751	42-35	37-07	137-59	15-01	See footnote (d).
XIII	ODISH AND ROHILKHAND STATE.	Bengal coal	40,913	10-00	3-0	40,913	59-50	33-27	123-26	10-61	Bengal, 23 1/2
XIV	EASTERN BENGAL STATE	Bengal coal	55,132	5-10	2-2	43,752	45-23	34-6	159-47	6-4	—
XVI	EAST COAST STATE.	Bengal and Singareni coal, but principally Singareni coal	23,680	8-5	3-1	22,011	45-4	42-27	156-21	9-23	Singareni, 27 1/2 Bengal, 147 1/2
XVIII	GREAT INDIAN PENINSULA (b).	English, Japanese, Warora, Umaria, Bengal, Nerbuddi, Sanctoria and Singareni coal and wood	234,706	8-5	3-5	173,406	42-79	37-0	158-59	11-58	See footnote (d).
XIX	BOMBAY, BARODA AND CENTRAL INDIA (b).	English, Bengal, and Singareni coal and wood	63,112	16-70	6-5	71,625	56-31	45-61	167-11	16-36	English, 120 1/2 Bengal, 171 1/2 Singareni, 19 1/2 Wood, 31 1/2
XX	MADRAS (b)	Bengal and Singareni coal and patent fuel and wood	66,125	7-38	5-17	60,501	51-19	42-04	172-61	11-97	Wood, 11 1/2
XXXII	THE NIZAM'S GUARANTEED STATE (b)	Singareni unscreened coal	26,957	4-5	2-1	24,555	60-14	50-21	159-33	5-61	Singareni, 100 1/2
METRE GAUGE.											
XXXIX	BENGAL AND NORTH-WESTERN—TIRHOOT SECTION.	Bengal coal and wood; but principally Bengal coal	27,231	5-01	1-31	27,231	23-96	25-32	145-47	6-14	Bengal, 27 1/2 Wood, 34 1/2
	COMPANY'S SECTION										
XLI	RAJPUTANA-MALWA (b)	English, Bengal and Singareni coal and wood; but principally Bengal coal	74,581	16-81	3-8	76,007	32-71	23-19	157-29	16-49	English, 42 1/2 Bengal, 70 1/2 Singareni, 30 1/2
XLIII	SOUTHERN-MAHARATTA (b).	Singareni coal and wood	(c)	4-1	2-3	60,333	32-86	30-31	186-47	9-9	Singareni, 43 1/2 Wood, 15 1/2
XLVI	SOUTH INDIAN (b)	Bengal and Singareni coal and wood	59,146	9-7	3-3	53,757	33-08	28-2	208-66	14-33	Bengal, 64 1/2 Singareni, 3 1/2 Wood, 42 1/2
LVIII	ASSAM-BENGAL	Bengal and Assam coal	7,976	11-10	3-58	7,179	40-19	33-18	208-12	12-43	Bengal, 60 1/2
XLIX	BURMA	Bengal, Burma and Singareni coal and wood	48,793	7-9	2-97	43,001	34-32	29-10	177-51	12-13	Bengal, 22 1/2 Burma, 121 1/2 Singareni, 3 1/2 Wood, 6 1/2
L	EASTERN BENGAL STATE—NORTHERN AND BIHAR SECTIONS (including the Kurnia-Dharrh, 2' 6" gauge, branch)	Bengal coal	23,223	5-89	1-51	18,769	28-36	23-26	161-10	7-29	—
	DACCA SECTION	Bengal coal	3,371	7-21	1-87	2,969	31-09	25-17	232-27	8-25	—
LIV	ROHILKUND AND KUMAON (including the Lucknow-Bareilly section)	Bengal coal and wood; but principally wood	(c)	3-39	1-4	5,178	24-61	20-61	146-17	8-47	Bengal, 64 1/2 Wood, 43 1/2
LXIX	JODHPORE-BICKANEER—JODHPORE SECTION	Bengal coal	4,936	20-57	4-06	4,036	27-25	25-56	146-39	20-87	Bengal, 95 1/2
	BICKANEER SECTION		577	20-89	3-9	577	26-15	25-6	168-01	20-89	Bengal, 95 1/2
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR (b)	English and Bengal coal and wood	7,071	22-80	4-21	8,216	29-81	27-87	182-25	19-76	English, 60 1/2 Bengal, 77 1/2

(a) The actual quantity of coal consumed by each railway has been converted in terms of Giridh (Kurhurbaree) best steam coal by using the equivalent (a) adopted by that railway as exhibited in the statement on the next page.

(d) Bengal, 958-32	(b) Including branch lines worked,	(c) Expressed in terms of wood.
Dandot, 149-56	(c) Nerbuddi, 152-00	Sanctoria, 667-70
English, 128-03	Umaria live, 218-60	Singareni, unscreened, 478-10
Khosht, 35-23	Umaria screened, 218-00	Bengal, sea borne, 24-29
Patent fuel, 18-77	Warora, 226-10	English coal purchased locally, 53-70
		Japanese, 53-00

[illegible]

CHAPTER XII.

Persons employed.

Statement No. 40 on pages 190 to 193 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open to traffic during 1897.

The following is a summary of the figures :

Year ending.	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.	
	Europeans.	East Indians.	Natives.	Total.			
<i>Standard gauge.</i>							
Previous year (a) . .	3,676	4,414	200,656	208,746	12,213·67	1,775	
31st December 1897 (b) . .	3,798	4,589	207,255	215,642	12,805·80	1,821	
<i>Metre gauge.</i>							
Previous year (c) . . .	989	2,282	71,078	74,349	7,641·07	1,107	
31st December 1897 (d) . .	995	2,313	77,545	80,853	7,832·48	1,155	
TOTAL {	Previous year .	4,665	6,696	271,734	283,095	19,854·74	2,882
	31st December 1897	4,793	6,902	284,800	296,495	20,638·28	2,976

(a) Including the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link) and the metre gauge portion the East Coast State railway.

(b) Including the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link), and the mixed gauge of the East Coast State railway.

(c) Excluding the West of India Portuguese, the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link) and the metre gauge portion of the East Coast State railway.

(d) Excluding the West of India Portuguese, the metre and special gauge sections of the Eastern Bengal State railway, the Cawnpore-Burhwal railway (metre gauge link), but including the metre and mixed gauge mileages of the East Coast State railway.

Natives as usual formed the largest percentage of the entire body of servants. Under Europeans, there was an increase of 3·32 per cent. on the standard gauge and of 0·61 per cent. on the metre gauge lines. East Indians show an increase of 3·96 per cent. on the standard gauge and 1·36 per cent. on the metre gauge lines; and Natives an increase of 3·29 per cent. on the standard gauge and 9·10 per cent. on the metre gauge lines.

The percentage on the total for both gauges shows an increase under all classes as follows :

					Increase per cent.
Europeans	...	...	...	...	... 2·74
East Indians	...	...	...	...	... 3·08
Natives	...	...	...	...	... 4·81

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
		On 31st December 1896.	On 31st December 1897 (see also statement No. 32, Chapter IX).	On 31st December 1896.	On 31st December 1897.	On 31st Dec	
						Europeans.	East Indians.
	STANDARD GAUGE.						
	State lines worked by companies.						
I	EAST INDIAN	1,883'61	1,889'56	248	252	995	659
II	BENGAL CENTRAL	(a)	125'01	(a)	26	(b) 3	...
III	BENGAL-NAGPUR	860 88	860 88	95	95	158	312
IV	INDIAN MIDLAND	922 21	922 21	113	114	165	148
	State lines worked by the State.						
XI	NORTH WESTERN	2,896 68	3,399'59	398	430	727	563
XIII	ODDH AND ROHILKHAND	(c) 846 94	(c) 891 97	126	126	129	174
XIV	EASTERN BENGAL(d)	939 40	(e) 817 88	181	(e) 160	219	280
XV	CALCUTTA PORT COMMISSIONERS'	8'53	8 53	4	4	2	16
XVI	EAST COAST	503 50	(f) 538'45	81	81	65	239
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA	1,491'31	1,491'31	218	218	734	648
XIX	BOMBAY, BARODA AND CENTRAL INDIA	649 83	649'83	109	112	219	160
XX	MADRAS	857'68	857 68	160	161	202	1,028
	Line owned by native state and worked by company.						
XXXII	THE NIZAM'S GUARANTEED STATE	352'90	352'90	42	42	58	187
	TOTAL STANDARD GAUGE	12,213'67	12,805'80	1,776	1,821	3,676	4,414

No. 40.

(Open lines only) on the 31st December 1897 as compared with the previous year.

SERVANTS EMPLOYED.						Classification No.	Remarks.
CHANDER 1896.		ON 31st DECEMBER 1897.					
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
46,100	47,754	1,073	721	48,363	50,177	I	
(b) 503	(b) 506	14	16	1,227	1,257	II	(a) Included with the Eastern Bengal State railway which worked the line in 1896.
7,752	8,222	167	313	8,103	8,583	III	(b) Agency, Stores and Engineer's departments establishments only; other departments have been included with the Eastern Bengal State railway.
7,858	8,171	174	147	7,814	8,135	IV	
41,902	43,192	778	608	43,706	45,092	XI	
12,243	12,546	123	161	12,278	12,562	XIII	(c) Including the Cawnpore-Burhwal railway (metre gauge link).
14,629	15,328	197	295	16,641	17,133	XIV	(d) Including the figures of the metre and special gauge sections of this line for 1896 and 1897; as also the figures of the Bengal Central railway for 1896, except in the case of those for Agency, Stores and Engineer's departments establishments, see note (b).
464	482	2	11	546	559	XV	
5,104	5,408	59	246	6,011	6,316	XVI	(e) Decrease due to the Bengal Central railway having been worked as an independent line from the 1st January 1897.
36,441	37,823	717	645	34,119	35,431	XVIII	(f) Including 2.66 miles (laid on mixed gauge), but excluding 0.33 mile (metre gauge) worked over by the Southern Mahratta railway.
10,508	10,887	237	171	11,134	11,542	XIX	
13,278	14,508	187	1,028	13,585	14,800	XX	
3,674	3,919	70	227	3,708	4,005	XXXII	
200,656	208,746	3,798	4,589	207,255	215,642		

Numerical return of servants of all races employed on the standard and metre gauge railways

Classification No.	Railway, including branch lines worked.	NUMBER OF MILES OPEN.		NUMBER OF STATIONS.		NUMBER OF	
		On 31st December 1896.	On 31st December 1897 (see also statement No. 3, Chapter IX.)	On 31st December 1896.	On 31st December 1897.	On 31st Dec.	
						Europeans.	East Indians.
	METRE GAUGE.						
	State lines worked by companies.						
XXXIX	BENGAL AND NORTH-WESTERN—						
	TIBHOOT SECTION	820.43	827.35	110	143	105	103
	COMPANY'S SECTION						
XLI	RAJPUTANA-MALWA	1,841.23	1,838.53	258	266	320	455
XLIII	SOUTHERN MAHARATTA	1,553.21	(a) 1,553.51	295	297	162	543
XLVI	SOUTH INDIAN	1,103.38	1,103.38	165	165	116	627
XLVIII	ASSAM-BENGAL	285.90	(b) 360.63	26	51	38	71
XLIX	BURMA (c)	886.45	887.00	115	150	102	401
	Assisted companies.						
LIII	DEOGHUR	4.70	4.70	2	2	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) .	285.00	285.00	46	46	27	17
LV	BENGAL DOOARS (d)	36.40	36.40	10	10	1	3
LVI	DIBRU-SADIYA	77.50	77.50	14	15	7	1
	Lines owned and worked by native states.						
LXIX	JODHPUR-BICKANER	364.00	364.00	40	40	3	2
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORHANDAR .	379.69	433.97	56	57	35	29
	TOTAL METRE GAUGE .	7,641.07	7,832.15	1,107	1,155	950	2,282
	TOTAL STANDARD AND METRE GAUGES .	19,854.74	20,638.61	2,882	2,978	4,665	6,696

No. 40—concl'd.

(open lines only) on the 31st December 1897 as compared with the previous year—concl'd.

SERVANTS EMPLOYED.

ON 1st JANUARY 1896.		ON 31st DECEMBER 1897.				Classification No.	REMARKS.
Natives.	Total.	Europeans.	East Indians.	Natives.	Total.		
10,185	10,396	114	115	13,49	13,648	XXXIX	(g) Including 2.66 miles (laid on mixed gauge) and 0.31 mile (metre gauge) of the East Coast State railway worked over by this line.
19,527	20,402	338	482	20,136	21,006	XLI	
12,607	13,312	166	564	12,239	12,909	XLIII	
11,519	12,232	107	618	12,013	12,738	XLVI	(b) Including the Ganhāti-Jamuna Mukh section, 74.73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earthquake.
2,272	2,381	35	69	3,753	3,857	XLVIII	
7,951	8,454	117	416	8,687	9,220	XLIX	(c) Excluding Police, which is under the control of the Inspector General of Police, Burma.
56	56	...	...	56	56	LIII	
2,192	2,236	19	16	2,235	2,270	LIV	
408	412	1	3	403	407	LV	(d) Excluding Agency, Audit and Accounts.
672	680	9	...	722	731	LVI	
1,419	1,424	3	2	1,356	1,361	LXIX	
2,240	2,304	36	28	2,526	2,590	LXXI	
71,078	74,349	995	2,313	77,545	80,853		
271,734	283,095	4,733	6,902	281,800	296,495		

2. The following statement gives the number of depositors in the State Railway Provident Fund institutions and the sums at their credit on the 31st December 1897:

STATEMENT No. 41.

Classification No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31st DECEMBER 1897.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonds.	TOTAL.	
	STANDARD GAUGE.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.								
I	EAST INDIAN	6,857	(a) 4,894	(a) 6,557	(b) . . .	(b) . . .	(b) . . .	99,41,217	(a) The number under "voluntary" represents subscribers over 5 per cent., and that under "compulsory" subscribers of 5 per cent. only. (b) Not shown separately. (c) Excluding the East Indian railway.
II	BENGAL CENTRAL	317	...	317	...	6,117	1,296	7,113	
III	BENGAL-NAGPUR	1,357	84	1,357	13,941	2,63,295	93,089	3,10,325	
IV	INDIAN MIDLAND	1,525	82	1,525	13,305	3,21,503	11,237	3,16,018	
	TOTAL	10,056	5,060	10,056	(c) 27,216	(c) 5,30,918	(c) 1,05,622	1,06,05,033	
	State lines worked by the State.								
XI	NORTH WESTERN	5,268	284	5,268	62,455	16,27,784	14,63,130	31,58,369	(d) Including the metre and special gauge sections of this railway.
XIII	ODDH AND ROHILKHAND	1,444	103	1,421	25,591	3,77,911	2,63,305	6,66,843	
XIV	EASTERN BENGAL (d)	3,051	99	2,796	19,975	5,67,711	4,97,216	10,51,902	
XVI	EAST COAST	815	10	815	3,742	70,915	39,729	1,11,426	
	TOTAL	10,581	496	10,298	1,11,766	26,44,394	22,68,396	50,21,510	
	TOTAL STANDARD GAUGE	20,667	5,556	20,384	(c) 1,39,012	(c) 31,75,332	(c) 23,74,012	1,56,29,573	
	METRE GAUGE.								
	State lines worked by companies								
XXXIX	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	1,081	7	1,081	11,829	2,58,078	2,05,563	4,75,470	(e) Including Rs. 78,280 on account of interest.
	COMPANY'S SECTION								
XLI	RAJPUTANA-MALWA	2,970	234	2,966	75,077	8,49,214	7,65,717	16,90,039	
XLIII	SOUTHERN MAHRATTA	2,939	...	2,939	...	4,82,481	1,76,929	(f) 6,59,401	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)								
XLVI	SOUTH INDIAN	2,092	17	2,092	7,489	2,86,255	1,60,255	4,53,909	
XLIX	BURMA	1,652	19	1,472	6,418	2,81,821	2,18,112	5,02,351	
	TOTAL METRE GAUGE	10,734	277	10,550	1,00,843	11,60,882	15,26,567	37,88,292	
	Collieries.								
	UMARIA COLLIERY	18	1	17	305	6,526	2,310	(f) 9,141	(f) Excluding a sum of Rs. 984 on account of security at the credit of three depositors. (g) Excluding a sum of Rs. 568 on account of security at the credit of one depositor.
	WARORA COLLIERY	83	5	28	1,611	10,841	6,898	(g) 19,350	
	TOTAL COLLIERIES	51	6	45	1,916	17,367	9,208	28,491	
	GRAND TOTAL	31,452	5,839	30,979	(c) 2,41,771	(c) 53,53,581	(c) 39,09,787	1,94,46,856	

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1898—contd.

STATEMENT No. 42—contd.

Classification No.	Corps.	Enrolled strength.	EFFICIENTS.				Non efficient.	1st and 2nd class.	Instructors	Head Quarters	REMARKS.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward	4,155	164	416	3,814	4,124	31	39	2		
XIV	Eastern Bengal State railway—										
	Active	(a) 556	20	61	468	549	7	3	...	Scaldah.	(a) Including 58 non-railway employes.
	Reserve	31	1	1	27	29	2	...	...	Rajbiri.	
XVIII	Great Indian Peninsula railway.	1,007	29	114	858	1,001	6	10	2	Bombay.	
XIX	Bombay Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	(b) 612	25	82	526	633	(b) 9	5	1	Bombay.	(b) Including 31 reservists, of whom 2 are non-efficient.
XX	Madras railway—										
	Staff	3	3	...	...	3	...	4	2	Perambur.	
	A Company	64	2	11	51	64	...	...	...	Perambur.	
	B Company	62	2	7	53	62	...	...	...	Perambur.	
	C Company	67	3	7	57	67	...	...	...	Perambur.	
	D Company	62	3	7	52	62	...	...	...	Perambur.	
	E Company	127	3	11	112	126	1	...	...	Madras.	
	F Company	82	4	7	71	82	...	...	...	Rajpuram.	
	G Company	83	4	12	65	81	2	1	...	Arkonam.	
	H Company	99	5	9	82	96	3	1	...	Gooty.	
	I Company	82	...	9	72	81	1	1	...	Jalarpet.	
	K Company	79	3	14	61	78	1	1	...	Bangalore.	
	L Company	89	1	11	73	85	4	1	...	Pollanur.	
	Cadet Company	53	...	5	47	52	1	...	...	Perambur.	
XXXII	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles	188	4	21	152	180	8	1	...	Secunderabad.	
XXXIX	Bengal and North-Western railway (c)—										(c) Including the Tirhoot section.
	D Company	(d) 49	1	4	43	48	1	1	...	Sonepore.	(d) Including 11 non-railway employes.
	E Company	(e) 85	6	8	70	84	1	1	...	Gorakhpur.	(e) Including 20 non-railway employes.
	F Company	(f) 111	4	11	96	111	...	1	...	Samastipur.	(f) Including 5 non-railway employes.
	G Company	46	3	4	28	45	1	...	...	Gonda.	
	Gorakhpur Light Horse	25	1	2	21	24	1	1	...	Gorakhpur.	
XLI	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	887	33	118	698	879	8	10	...	Ajmere.	
	Carried over	2,031	324	1,015	7,007	8,026	88	81	7		

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1898—concl'd.

STATEMENT No. 42—concl'd.

Classification No.	Corps.	Enrolled strength.	Proficiency.				Non-efficient.	Sergeant-instructors, 1st and 2nd class.	Bull Instructors.	Head-quarters.	Remarks.
			Officers.	Non-commissioned Officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward . . .	9,034	324	1,015	7,607	8,946	85	61	7		
XLIII	Southern Mahratta railway . .	730	18	65	610	713	17	6		Hobli.	
XLVI	South Indian railway . . .	(a) 1,512	40	179	1,138	1,357	155	7	...	Negapatam.	(a) Including 100 non-railway employes.
XLIX	Burma railways . . .	(b) 635	11	45	544	600	35	9	2	Rangoon.	(b) Including 154 non railway employes.
LIV	Rohilkund and Kumaon railway (Company's section)—										
	Rohilkund Volunteer Rifles .	28	1	2	25	28	...	1	...	Barilly.	
LXXI	Bhāvnagar-Gondal Junāgad-Porbandar railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles "F" Company	76	3	9	63	75	1	1	...	Bhāvnagar Para.	
LXXXI	Darjeeling-Himalayan railway—										
	Northern Bengal Mounted Rifles "A" and "B" Troops.	13	1	1	11	13	..	...	...	Darjeeling.	
LXXXVII	Morvi railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company.	2	...	...	2	2	...	1	...	Bhāvnagar Para.	
	TOTAL .	12,030	328	1,336	10,000	11,734	296	106	9		

4. Statement No. 43 on the two following pages shows the strength and cost of police on the standard and metre gauge railways (open lines), and the amount of compensation payments made during 1897 on account of thefts.

Strength and cost of the police force on the standard and metre gauge railways (open

Classification No.	RAILWAY.	Subordinate Officers.	Constables and men.	PORTION OF THE TOTAL ANNUAL	
				Supervision.	Constables and men.
	STANDARD GAUGE.	Average No.	Average No.	Rs.	Rs.
	State lines worked by companies.				
I	EAST INDIAN (a)	29	1,554	44,431	1,11,428
II	BENGAL CENTRAL (b)	9	18	1,389	1,600
III	BENGAL-NÁGPUR	6	282	6,878	23,993
IV	INDIAN MIDLAND (c)	27	233	21,059	16,877
VI	GODHEA-RUTLAM-NÁGDÁ	5	44	2,149	6,698
	State lines worked by the State.				
XI	NORTH WESTERN (d)	188	1,961	...	1,03,611
XII	HYDEBADAD-SHADIPALLI	1	26	...	2,088
XIII	ODDH AND ROHILKHAND (e) . . . . .	...	388	(f) 261	28,738
XIV	EASTERN BENGAL (g)	53	570	764	32,409
XVI	EAST COAST . . . . .	...	70	...	9,822
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA (i)	21	1,018	32,998	1,08,280
XIX	BOMBAY, BARODA AND CENTRAL INDIA	50	382	13,824	37,306
XX	MADRAS (k)	7	251	12,453	20,899
	Line owned by native state and worked by company.				
XXXII	THE NIZAM'S GUARANTEED STATE (l)	26	160	10,463	22,218
	Line owned by native state and worked by state railway agency.				
XXXVI	RÁJPURA BHÁTINDA	5	45	...	754
	METRE GAUGE.				
	State lines worked by companies.				
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	5	372	5,591	25,425
	COMPANY'S SECTION (b)				
XLI	RAJPUTANA-MALWA (m)	136	652	41,552	87,501
XLIII	SOUTHERN MAHRATTA (n)	13	778	18,078	89,912
XLVI	SOUTH INDIAN (p) . . . . .	...	227	...	(g) 42,663
XLVIII	ASSAM-BENGAL	1	67	1,726	6,310
XLIX	BURMA	61	390	...	25,438
	Assisted companies.				
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (s)	11	123	...	...
LV	BENGAL DOOARS . . . . .	...	2	...	1,243
	Line owned and worked by native state.				
LXXI	BHÁYNAGAR-GONDAL-JUNÁGAD-PORBANDAR (t)	24	136	...	...
	TOTAL STANDARD AND METRE GAUGES	678	9,743	2,13,616	8,04,613

No. 43.

lines) and the amount of compensation payments due to thefts for the year 1897.

COST BORNE BY THE RAILWAY.*		Cost of force to the railway per mean mile worked.	Compensation payments due to thefts or carelessness of police.	Compensation payments per 1,000 tons of goods moved during the year.	Mean mileage worked during the year (see also statement No. 32, Chapter IX).	Classification No.	REMARKS.
Contingencies.	Total cost of force to the railway.						
Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
23,023	1,76,882	93.04	11,186	2	1,922.63	I	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
5,730	8,719	69.74	...	...	125.01	II	(b) Although for convenience classed amongst State railways this line is the property of a company.
2,147	32,418	37.59	217	...	862.33	III	
2,994	40,930	43.32	...	...	944.82	IV	(c) Including the Bhopal-Itarsi, the Bina-Goonna and the Bhopal-Ujjain railways.
455	9,302	66.01	62	...	140.91	VI	
8,349	1,11,960	39.80	1,603	...	2,813.18	XI	(d) Including the Jammu and Kashmir railway (Native state section.)
...	2,088	35.44	...	...	58.91	XII	
1,289	30,288	34.49	1,053	2	878.09	XIII	(e) Including the Cawnpore-Burhwal railway (metre gauge link).
74	33,247	40.71	3,487	3	816.74	XIV	(f) Represents the pay of one clerk.
4,156	13,978	20.17	...	...	(h) 534.03	XVI	(g) Including the metre and special gauge sections of the Eastern Bengal State railway.
12,909	(j) 1,54,187	103.39	2,786	1	1,491.30	XVIII	(h) Including 2.06 miles (laid on mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0.33 miles (metre gauge) which is worked over only by the Southern Mahratta railway.
5,447	56,577	122.75	6,049	5	460.90	XIX	(i) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon and the Amrāoti railways.
5,141	38,493	44.88	1,554	2	857.68	XX	(j) The cost shown against this railway represents 7.6 lbs of the total cost of the police force.
772	33,453	94.31	465	1	354.70	XXXII	(k) Including the Madras-Ennūr section of the Bezwada-Madras railway and the Kolar Gold-fields railway.
...	754	6.98	16	...	107.94	XXXVI	(l) Including the Bezwada extension (East Coast State railway).
1,361	32,377	39.69	1,657	2	815.06	XXXIX	(m) Including the Pálanpur-Deesa and Ahmedabad-Parāntij railways, and 40.21 miles (Mehāna-Viraangām section) of the Gackwar's Mehsāna railway.
2,810	1,31,863	74.91	4,273	3	(m) 1,760.36	XLI	(n) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Yesvantpur-Mysore frontier, the Mysore-Nanjangūd, and the Kolhāpur railways.
11,660	(o) 1,19,650	76.88	1,543	2	1,556.20	XLIII	(o) Including arrear charges adjusted in 1897, on account of police employed on the ceded portions of the Mysore railway, from 1st April to 31st December 1899, and cost of travelling and detective police employed in the Madras Presidency from 1st October 1895 to 31st December 1896.
...	42,663	38.66	2,841	3	1,103.38	XLVI	(p) Including the Māyavaram-Mutupet and the Pondicherry railways.
1,162	9,198	30.54	...	...	(r) 301.18	XLVIII	(q) Including Rs. 29,637, being cost of Government supervision.
...	25,438	28.68	2,088	3	887.00	XLIX	(r) Including the Gauhati-Jamuna Mukh section 74.73 miles, temporarily closed from the 13th June 1897, on account of damages done by the recent earthquake.
...	13,392	47.94	788	1	279.32	LIV	(s) Including the Lucknow-Bareilly section.
40	1,283	35.25	...	...	36.40	LV	
...	(u) 24,180	57.63	595	2	419.54	LXXI	(t) Including the Jetalpur-Rājkot and Jāmnagar railways.
89,519	11,45,320	58.65	42,893	1	19,528.16		(u) Figures taken from the Revenue Accounts, which include Rs. 7,228 on account of railway magisterial charges.

in the Revenue Accounts.

CHAPTER XIII.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways, and the work obtained from each during the year 1897 :

STATEMENT No. 44.

Classification No.	RAILWAY.	Number of locomotives on the line on 31st December 1896.	Number added during 1897. *	Average number of locomotives in use during 1897.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
		No.	No.	No.	Miles.	Miles.	Miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN (a)	596	34	628	15,954,902	25,406	69.61	(a) Including the Delhi-Umballa-Kalka and the Tarkessur railways.
II	BENGAL CENTRAL	23	...	23	470,647	20,463	56.06	
III	BENGAL-NAGPUR	118	...	112	2,006,022	17,921	49.29	
IV	INDIAN MIDLAND (b) . . .	111	14	125	1,999,114	15,993	43.82	(b) Including the Bhopal-Itarsi, the Bina-Gooma and the Bhopal-Ujjain railways.
	State lines worked by the State.							
XI	NORTH WESTERN (c) . . .	602	20	575	10,308,905	17,930	49.12	(c) Including the Hyderabad-Shadipalli, the Southern Punjab (Delhi-Samastana) and the Raurik-Bhatinda railways, and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre gauge section of the old Bolan railway (Quetta loop).
XIII	ODDH AND ROHILKHAND . .	166	...	154	2,754,534	17,898	49.04	
XIV	EASTERN BENGAL	94	10	96	2,828,076	29,349	80.41	
XVI	EAST COAST	57	...	51	1,166,464	22,872	62.66	
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA (d)	605	...	605	10,315,091	17,050	46.71	(d) Including the Wardha Coal, the Dhond-Mahmud, the Khámgaon and the Amrāoti railways
XIX	BOMBAY, BARODA AND CENTRAL INDIA (e) . . .	165	(f)-3	163	3,300,933	20,252	55.49	(e) Including the Godhra-Rutlam-Nagdā, the Nagdā-Ujjain and the Gaekwar's Poitād railways
XX	MADRAS (g)	166	...	166	3,152,828	18,993	52.04	(f) Two added but 5 withdrawn during 1897.
	Line owned by native state and worked by company.							(g) Including the Madras-Bennār section (Bezavada-Madras railway) and the Kolar Gold-fields railway.
XXXII	THE NIZAM'S GUARANTEED STATE (h)	50	...	50	1,033,629	20,673	56.64	(h) Including the Bezavada extension (East Coast State railway), also 3 10 miles of line worked over twice by each train.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

STATEMENT No. 44—concl'd.

Classification No.	RAILWAY.	Number of locomotives on the line on 31st December 1896.	Number added during 1897. *	Average number of locomotives in use during 1897.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per day.	REMARKS.
	METRE GAUGE.	No.	No.	No.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
XXXIX	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION	110	...	102	2,406,029	23,473	64·31	
	COMPANY'S SECTION							
XLI	RAJPUTANA-MALWA (a)	441	(b)—15	433	6,039,790	13,935	38 18	(a) Including the Pfilanpur-Deera, the Ahmedabad-Parantij, the Gackwar's Mehsana and the Oodeypore-Chitor railways. (b) One added but 16 withdrawn during 1897.
XLIII	SOUTHERN MAHRATTA (c)	220	...	197	4,458,639	22,575	61 85	(c) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier and the Mysore-Nanjangud railways.
XLVI	SOUTH INDIAN (d)	204	1	202	4,262,419	21,152	57·95	(d) Including the Mayavaram-Mutupet and the Pondicherry railways.
XLVIII	ASSAM-BENGAL	44	9	29	484,661	16,712	45·79	
XLIX	BURMA	115	2	140	3,269,297	23,269	63·75	
	State line worked by the State.							
L	EASTERN BENGAL—							
	NORTHERN AND BENGAL SECTIONS (including the Kaunia-Dhar'la, 2' 6" gauge, branch)	79	...	71	1,805,029	25,380	69·53	
	DACCA SECTION	12	...	11	261,097	23,932	65·57	
	Assisted company.							
LIV	ROHILKUND AND KUMAON Company's section (e)	27	...	26	561,969	21,614	59·22	(e) Including the Lucknow-Bareilly section.
	Lines owned and worked by native States.							
LXIX	JODHPUR-BICKANEER	17	...	17	404,095	23,770	65·12	
LXXI	BHAVNAGAR GONDAL-JUNAGAD-PORBANDAR (f)	35	...	33	660,434	20,013	54·63	(f) Including the Jetalpur Rajkot and the Jamnagar railways.

2. Statement No. 45 on the four following pages shows the number of engines and vehicles on the list on the 31st December 1897, and the number of miles run by trains during 1897.

* This represents the net addition, after allowing for the number of engines withdrawn during the year.

Engines and vehicles on the list on the 31st December 1897, and the number of miles travelled by

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, Chapter IX)	Engines.	NUMBER OF ENGINES AND CARRIAGES.					
				CARRIAGES.					
				1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite	Total number.
	STANDARD GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
State lines worked by companies.									
I	EAST INDIAN (a)	1,922 63	6 ³⁰	77	88	73	770	161	1,169
II	BENGAL CENTRAL	125 01	23	5	4	10	40	18	77
III	BENGAL-NAGPUR	862 33	1 ¹⁸	8	15	8	181	41	253
IV	INDIAN MIDLAND (b)	941 82	1 ²⁵	27	22	...	220	57	326
V	BHOPAL-ITARSÍ (BRITISH SECTION)	(13 11)	...	...	...	...	Worked by the	Indian	
VI	GODHRA-RUTLAM-NAGDÁ	(140 91)	...	...	...	...	Worked by the	Bombay,	
VII	WARDHA COAL	(14 88)	}	...	...	...	Worked by the	Great	
VIII	DHOND-MANMÁD	(145 14)							
IX	BEZWADA EXTENSION (EAST COAST STATE)	(21 47)	...	...	...	...	Worked by the Nizá	n's Guarán	
X	MADRAS-TENNÚR SECTION (BEZWADA-MADRAS)	(8 45)	...	...	...	...	Worked by the	Madras	
	TOTAL	3,854 79	89	117	129	91	1,211	277	1,825
State lines worked by the State									
XI	NORTH WESTERN (c)	3,036 91	62 ²	101	91	110	831	235	1,374
XII	HYDERABAD-SHAHAPALLI	(69 91)	...	...	...	...	Worked by the	North	
XIII	ODDH AND ROHILKHAND	812 37	16 ¹	41	27	28	262	93	457
XIV	EASTERN BENGAL	252 62	10 ¹	13	12	23	167	105	326
XV	CALCUTTA PORT COMMISSIONERS'	8 53	6	...	...	...	...	...	...
XVI	EAST COAST	(d) 531 03	57	15	20	...	168	27	220
	TOTAL	4,611 49	957	173	153	167	1,118	465	2,357
Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA (f)	1,491 31	605	90	157	...	555	88	890
XIX	BOMBAY, BARODA AND CENTRAL INDIA (g)	619 83	162	26	41	22	257	66	412
XX	MADRAS (h)	857 68	166	31	70	...	394	51	519
	TOTAL	2,968 82	933	150	268	22	1,206	205	1,851
Assisted companies.									
XXI	DELHI-UMBALLA-KALKA	(162 24)	}	...	...	...	Worked by the	East Indian	
XXII	TAREESSUR	(22 23)							
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	(56 96)	...	...	...	...	Worked by the	North	
	TOTAL	(241 43)	...	...	...	...	...	...	...
Lines owned by native states and worked by companies.									
XXVII	KHÁMGAON	(7 55)	}	...	...	...	Worked by the	Great	
XXVIII	AMRÁOTI	(5 44)							
XXIX	BÍNA-GOONA	(71 74)	}	...	...	...	Worked by the	Indian	
XXX	BHOPAL-UJJAIN	(118 52)							
XXXI	BHOPAL-ITARSÍ (NATIVE STATE SECTION)	(44 28)	}	15	8	...	50	21	91
XXXII	THE NIZAM'S GUARANTEED STATE (i)	354 70							
XXXIII	NAGDÁ-UJJAIN	(34 67)	}	...	...	...	Worked by the	Bombay,	
XXXIV	THE GARKWAR'S PITLÁD	(13 35)							
XXXV	KOLAR GOLD-FIELDS	(10 00)	...	...	...	...	Worked by the	Madras	
	TOTAL	354 70	50	15	8	...	50	21	91
Lines owned by native states and worked by state railway agency									
XXXVI	RÁJPURA-BHÁTINDA	(107 94)	}	...	...	...	Worked by the		
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15 92)							
	TOTAL	(123 86)	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	11,852 80	2,836	455	558	280	3,895	969	6,157

NOTE.—The millages shown within brackets

No.

trains on the standard and metre gauge railways, during the year ending with the 31st December 1897.

VEHICLES.			NUMBER OF TRAIN-MILES RUN.					Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
187	10,034	341	5,208,714	7,998,244	4,239,724	13,206,958	6,869.21	I	(c) Including the Delhi-Umballa-Kalka and the Turkestan railways.
12	494	10	225,628	180,742	286,410	406,370	3,250.70	II	
40	3,413	123	652,882	1,147,390	1,214,873	1,800,272	2,087.68	III	
46	2,059	126	819,811	937,013	764,101	1,756,824	1,859.43	IV	(b) Including the Bhopal-Jhansi, the Bina-Goonna, and the Bhopal-Ujjain railways.
Midland railway	...	...	...	...	...	...	...	V	
Baroda and Central India railway	...	...	...	...	...	...	...	VI	
Indian Peninsula railway	...	...	...	...	...	...	...	VII	
Coast State railway	...	...	...	...	...	...	...	VIII	
railway	...	...	...	...	...	...	...	IX	
285	16,000	600	6,907,035	10,263,389	6,505,108	17,170,424	4,454.31	X	
305	10,790	523	4,015,122	5,061,881	3,552,911	9,107,303	2,998.84	XI	(c) Including the Hyderabad-Shadipalli, the Southern Punjab (Delhi-Samastota) and the Rajpura-Bhatinda railways and the Jammu and Kashmir railway (Native state section), but excluding the stock belonging to the metre gauge section of the old Bolson railway (Quetta loop).
Western State railway	...	...	...	...	...	...	...	XII	
105	4,330	147	1,062,658	1,233,949	1,270,706	2,296,607	2,827.05	XIII	
96	2,069	87	1,011,059	1,021,128	411,720	2,032,187	8,044.44	XIV	
...	372	...	Information not available	...	...	...	...	XV	(d) Including 2.63 miles (laid on mixed gauge) which is worked by the East Coast State railway and also worked over by the Southern Mahratta railway; but excluding 0.3 mile (metre gauge) which is worked over only by the Southern Mahratta railway.
19	1,413	65	525,246	492,645	862,930	1,017,891	1,906.06	XVI	
525	18,974	792	6,614,385	7,809,603	6,068,273	14,453,988	(e) 3,112.07		(e) Excluding the Calcutta Port Commissioners' railway.
216	7,816	650	4,214,815	4,831,983	735,382	9,096,708	6,099.87	XVIII	(f) Including the Wardha Coal, the Dhond-Mannad, the Khangaon, and the Amravati railways.
35	4,223	94	1,539,283	1,308,781	533,285	2,848,067	4,382.79	XIX	(g) Including the Godhra-Rutlam-Nagda, the Nagda-Ujjain, and the Gwalwar's Petlad railways.
103	2,915	178	1,292,374	1,354,762	1,497,265	2,647,436	3,086.74	XX	(h) Including the Madras-Ennur section (Bezawada-Madras railway) and the Kolar God fields railway.
384	14,934	922	7,016,772	7,515,529	2,675,932	14,562,301	4,866.01		
railway.	...	...	...	...	...	...	...	XXI	
Western State railway	...	...	...	...	...	...	...	XXII	
...	...	...	...	...	...	...	...	XXIII	
Indian Peninsula railway	...	...	...	...	...	...	...	XXVII	
Midland railway	...	...	...	...	...	...	...	XXVIII	
18	835	41	229,173	680,447	461,454	909,620	2,564.18	XXIX	
Baroda and Central India railway	...	...	...	...	...	...	...	XXX	
railway	...	...	...	...	...	...	...	XXXI	
18	835	41	229,173	680,447	461,454	909,620	2,564.18	XXXII	(i) Including the Bezawada extension (East Coast State railway), also 3.10 miles of line worked over twice by each train.
...	...	...	...	...	...	...	...	XXXIII	
North Western State railway	...	...	...	...	...	...	...	XXXIV	
...	...	...	...	...	...	...	...	XXXV	
1,212	50,793	2,355	20,827,363	26,298,968	15,740,770	47,126,333	3,975.97	XXXVI	
								XXXVII	

are not included in the totals, as they are included with the mileages of the home lines.

Engines and vehicles on the list on the 31st December 1897, and the number of miles travelled by trains

Classification No.	RAILWAY.	Mean mileage worked (from statement No. 32, Chapter IX).	NUMBER OF ENGINES						
			Engines.	CARRIAGES.					Total number.
				1st class.	2nd class	3rd or intermediate class	Lowest (3rd or 4th) class.	Composite.	
	METRE GAUGE.	Miles.	No.	No.	No.	No.	No.	No.	No.
XXXIX	State lines worked by companies.								
	BENGAL AND NORTH-WESTERN— (a)								
	TIRHOOT SECTION	881.38	110	39	15	...	359	76	489
	COMPANY'S SECTION								
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	(213.40)	...	...	...	...	Worked by the		Rohilkund
XLI	RAJPUTANA-MALWA (b)	1,873.17	426	122	99	50	773	114	1,158
XLII	PALANPUR-DEESA	(17.28)	...	...	...	...	...	Worked by the	
XLIII	SOUTHERN MAHRATTA (c)	1,556.00	(d) 220	19	41	...	482	94	636
XLIV	GUNTAKAL-MYSORE FRONTIER	(119.50)	...	...	...	...	...	Worked by the	Southern
XLV	MYSORE SECTION (SOUTHERN MAHRATTA)	(296.00)							
XLVI	SOUTH INDIAN (e)	1,103.38	205	19	44	...	628	72	763
XLVII	MATARAM-MUTUPET	(53.99)	...	...	...	...	...	Worked by the	South
XLVIII	ASSAM-BENGAL	301.18	53	1	...	...	69	20	90
XLIX	BURMA	887.00	147	54	48	...	363	60	505
	TOTAL	6,602.31	1,161	234	247	50	2,674	436	3,641
	State line worked by the State.								
L	EASTERN BENGAL -								
	NORTHERN AND BHAIRAB SECTIONS (including the Kanchi-Dharila, 2' 6" gauge, branch)	478.20	79	10	10	32	170	52	274
	Dacca SECTION	85.92	12	4	4	2	30	16	56
	TOTAL	564.12	91	14	14	34	200	68	330
	Assisted companies.								
LIII	DEOGHUR	4.79	3	...	...	...	8	2	10
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) (g)	279.32	27	11	3	3	94	21	132
LV	BENGAL DOOARS	36.40	4	...	...	...	14	5	19
LVI	DIBRU-SADIYA	77.50	18	...	...	...	27	8	35
LVII	LEDO AND TIKAR-MARGHERITA COLLIERY . . . . .	...	Information not available			...	...	...	...
LVIII	AHMEDABAD-PARANTIA	(28.93)	...	...	...	...	Worked by the		Rajputana
	TOTAL	398.01	52	11	3	3	143	36	196
	Lines owned by native states and worked by companies.								
LXIII	THE GAEKWAR'S MEHSANA	(92.63)	...	...	...	...	Worked by the		Rajputana
LXIV	KOLHAPUR	(29.07)	...	...	...	...	...	...	...
LXV	YEVANTPUR-MYSORE FRONTIER	(51.35)	...	...	...	...	Worked by the		Southern
LXVI	MYSORE-NANJANGUD	(15.25)	...	...	...	...	...	...	...
	TOTAL	(188.30)	...	...	...	...	...	...	...
	Lines owned and worked by native states.								
LXIX	JODHPUR-BIKANER—								
	JODHPUR SECTION	364.00	17	7	2	...	48	6	63
	BIKANER SECTION								
LXX	ODDEYPUR CHITOI	(60.39)	...	...	...	...	Worked by the		Rajputana
LXXI	BHAYNAGAR-GONDAL-JUNAGAD-PORBANDAR (i)	379.69	33	22	9	...	128	21	180
LXXII	JETALSAR-RAJKOT	(46.23)	...	...	...	...	Worked by the		Bhayanagar-Gondal
LXXIII	JAMNAGAR	39.85	(j)	2	2	...	19	...	23
	TOTAL	783.54	50	31	19	...	195	27	266
	Foreign lines.								
LXXVI	WEST OF INDIA PORTUGUESE	51.11	12	2	2	...	16	3	23
LXXVII	PONDICHERY	(7.80)	...	...	...	...	...	Worked by the	South
	TOTAL	51.11	12	2	2	...	16	3	23
	TOTAL METRE GAUGE	8,399.09	1,366	292	279	87	3,228	570	4,456

NOTE—The mileages shown within a bracket

No. 45—concl'd.

of the standard and metre gauge railways, during the year ending with the 31st December 1897—concl'd.

AND VEHICLES.			NUMBER OF TRAIN-MILES RUN.			MILES RUN.		Classification No.	REMARKS.
Miscellaneous coaching vehicles (excluding brake-vans).	Goods vehicles of all descriptions (excluding brake-vans and cranes).	Brake-vans.	Passenger (including passenger proportion of mixed and light train-mileage).	Goods (including goods proportion of mixed and light train-mileage).	Mixed and light train-mileage.	Total train-mileage.	Number of train-miles per mean mile worked.		
No.	No.	No.	Miles.	Miles.	Miles.	Miles.	Miles.		
26	3,032	97	960,141	1,183,414	1,489,073	2,143,555	2,432.01	XXXIX	(a) Including the Cawnpore-Burhwal (metre gauge link).
and Kumaon railway (Company's section)			...	...	...	...	...	XL	
169	6,981	282	2,213,090	2,931,478	2,614,880	5,204,568	2,778.48	XLI	(b) Including the Pālanpur-Deesa, the Ahmedabad-Parāntij, the Gackwar's Mohsana and the Oodeypore-Chitor railways.
Rajputana Malwa railway			...	...	...	...	...	XLII	
83	4,684	193	1,315,744	2,797,480	2,897,441	4,113,224	2,643.12	XLIII	(c) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhāpur, the Yeshwantpur-Mysore frontier and the Mysore-Nanjangūd railways; also 2.99 miles of the East Coast State railway worked over.
Mahratta railway			...	...	...	...	...	XLIV	
134	3,284	66	2,020,398	1,620,217	1,275,243	3,640,615	3,299.51	XLV	(d) Including the tender of a condemned engine.
Indian railway			...	...	...	...	...	XLVI	(e) Including the Māyavaram-Mutupet and the Pondicherry railways.
27	1,083	84	154,423	245,656	308,594	400,079	1,328.37	XLVII	
108	3,491	136	1,171,675	1,635,129	1,694,491	2,806,804	3,164.38	XLVIII	
547	22,558	808	7,835,471	10,473,374	10,279,725	18,303,845	2,773.10	XLIX	
61	2,060	49	600,496	851,477	730,161	1,451,973	3,036.33	L	
11	246	10	183,141	76,755	194,173	209,896	2,442.92		
72	2,906	59	733,637	928,232	924,337	1,661,869	2,945.05		
...	8	2	...	...	...	(f) 13,381	2,794.15	LIII	(f) Cannot be apportioned between coaching and goods.
16	659	27	183,348	282,951	381,983	471,299	1,687.31	LIV	(g) Including the Lucknow-Barcilly section.
2	(h) 106	5	21,633	39,782	35,662	61,415	1,687.23	LV	(h) Including one dummy truck attached to travelling crane.
7	800	20	37,973	172,709	113,920	210,632	2,718.48	LVI	
...	...	...	...	...	...	...	...	LVII	
Malwa railway			...	...	...	...	...	LVIII	
25	1,573	51	247,954	495,442	534,565	756,780	1,991.41		
Malwa railway			...	...	...	...	...	LXIII	
Mahratta railway			...	...	...	...	...	LXIV	
...	...	...	...	...	...	...	...	LXV	
...	...	...	...	...	...	...	...	LXVI	
6	220	12	166,490	214,670	315,200	331,160	1,047.14	LXIX	
Malwa railway			...	...	...	...	...	LXX	
10	893	37	312,579	274,679	335,845	587,258	1,546.68	LXXI	(i) Including the Jetalgar-Rājkot railway.
Junāgad-Porbandar railway			...	...	...	...	...	LXXII	(j) Worked by the engines of the Bhāvnagar-Gondal-Junāgad-Porbandar railway as a temporary measure.
1	100	4	22,162	7,931	25,718	30,143	756.41	LXXIII	
17	1,213	53	501,231	497,339	676,753	998,561	1,274.42		
1	146	13	26,136	24,931	29,133	51,117	1,000.14	LXXVI	
Indian railway			...	...	...	...	...	LXXVII	
1	146	13	26,136	24,931	29,133	51,117	1,000.14		
662	27,796	987	9,314,429	12,419,359	12,411,583	21,777,172	2,592.80		

are not included in the totals, as they are included with the mileage of the home lines.

On the main line, a service of one train each way daily was started between Sára and Saidpur stations from the 16th June, trains being pushed across the Baroloe and Atrai bridges and passengers transhipped at the Burrall bridge. A through service for a limited number of passengers between Calcutta and Darjeeling was established from the 20th June, passengers being conveyed in trollies over portions not sufficiently repaired by that time to take engines. Passengers who left Darjeeling on the 23rd June were taken through in carriages from Siliguri to Sára, and through-booking of all coaching traffic was resumed on the 24th June; goods trains were run on the 25th June, and through goods traffic resumed on the 28th June. On the Behar section, communication was practically interrupted for one day only. Coaching traffic was transhipped at the Atrai bridge between Dinagepore and Párbatipur stations on the 14th, and trains pushed across on and from the 16th June. On the Rungpore branch, the traffic up to Rungpore was resumed on the 26th June, and up to Kaunia on the 8th July. On the Kaunia-Dharlla railway, the traffic was resumed from Teesta to Jatrapur on the 8th July and from Teesta junction to Moghalbát on the 9th July, with transshipment at the Manas and Rutnai bridges. On the Dacca section, communication below Gáfargáon was not interrupted. The line from Gáfargáon to Bálipará was re-opened on the 19th June, and on to Mymensingh on the 28th June.

On the 13th June, the line was breached between Forbesganj and Debiganj stations on the Behar section, and all booking was stopped. Traffic was resumed on the 1st November.

On the 31st July, owing to the Dharlla and Brahmaputra rivers being in flood, the lines between Dharlla, left bank, and Jatrapur, on the Kaunia-Dharlla section, was breached and submerged 3 feet for about 300 yards. The ghát at Jatrapur was also under water, and all houses, coolie sheds, etc., were flooded. The line was repaired on the 7th August, and trains ran through to Jatrapur from that date.

On the 31st August and 1st and 2nd September, the Kaunia-Dharlla section was again breached in several places. Traffic was resumed on the 12th October.

East Coast State Railway (standard gauge).

7. Owing to heavy local rain on the afternoon of the 4th September, the south approach to the girder bridge (one span of 12 feet) at mile 258/3 was washed away. Traffic was entirely interrupted for nine hours only.

Great Indian Peninsula Railway system (standard gauge).

8. On the 7th of August, owing to heavy rain, a very heavy slip of rock and murum, estimated at about 30,000 cubic feet, fell, from the up hill side, blocking both roads at the upper end of No. 21 Bhore Ghát tunnel. Part of the slip fell on the parapet of the tunnel, carrying away some 15 feet of coping and bulging the two top courses for a length of 12 feet. The up road was cleared for traffic by mid-day on the 9th August and the down road in the afternoon of the 10th idem.

Owing to exceedingly heavy rain on the night of the 6th August and morning of the 7th, the line between Badlápúr and Wangni stations was damaged by flood, breaches being caused in two places in the 42nd mile and in two places in the 44th mile, involving complete suspension of traffic. The up line between Badlápúr and Wangni was restored in the afternoon of the 8th August, and traffic on the down line was fully resumed on the afternoon of the 10th August.

On the 14th August, owing to very heavy rain, water rose to within 1 foot 6 inches of the girders at the double 30-foot girder bridge at mile 444.09, and the embankment was badly scoured behind the south-west wing. This scour was filled in on the following day, but on the 20th the whole of the abutment and the south-west wing fell forward without warning of any kind; the north-west wing and a portion of the pilaster were alone left standing. In falling forward, the mass of masonry in the abutment struck the pier and

caused it to lean over 7 inches out of the perpendicular, and at the same time carried the earth in the embankment behind with it for about 20 feet back. A pathway and a small planked bridge over the nala were put in hand and brought into use on the morning of the 21st August for the transshipment of the up mail passengers. By the evening of the same day, the road was made ready for the passage of empty vehicles, all trains were allowed to be pushed over the bridge on the 23rd, and on the 26th the bridge was passed by the Government Inspector for trains and engines to cross over at a speed of 4 miles an hour.

Rajputana-Malwa Railway (metre gauge).

9. During very heavy rain on the night of the 17th July, the country between Somesar and Jawali stations, Abu Road division, was flooded, and at mid-day on the 18th the rails were topped, and a length of 90 feet of bank, 8 feet high, was washed away between the Dhutaria nala, mile 381, and Somesar station. Traffic was resumed on the night of the 19th idem.

Southern Mahratta Railway system (metre gauge).

10. On the 21st September, owing to heavy rain, the ballast was washed away from under the sleepers for a length of one telegraph post at mile 236/8, between Bidadi and Closepet stations, causing the engine of No. 70 down mixed train, nine covered goods wagons and three third class carriages to be derailed and thrown off the line. The line was restored on the 22nd idem. Four passengers were injured and the rolling-stock was considerably damaged.

On the 23rd September, the engine of a down mixed train, one accident van and four third class carriages were precipitated into the Mullur river, which was in flood at mile 146/2, between Channapatna and Mudgeri stations, owing to the failure of three of the arches of the bridge. The next carriage (a second class) hung over the side of the pier, the lower end partly submerged in the water, and the succeeding first class carriage hung a little over the gap. Four railway servants were drowned and two were injured, and, as far as known, sixteen passengers were killed and the same number injured. The rolling-stock was considerably damaged.

On the 27th September, owing to heavy rain, the Chitwadi main irrigation canal burst, and the bank between the level crossing at the east end of Hospet station (mile 163/22-23) and the 15-foot arch bridge at mile 163/23 was washed away. The earthwork in the dead end on the north-east side of the station-yard, for about 150 feet in length, was carried away by the flood, and the whole of the Hospet station-yard was $1\frac{1}{2}$ feet under water. The line at these places was restored on the 1st October.

South Indian Railway (metre gauge).

11. On the 6th September, heavy rain washed away the ballast and a portion of a low bank at mile B 246/1-3, damaging the bank for 300 feet. Traffic was interrupted for ten hours.

On the 27th September, a heavy flood washed out two piers of the temporary bridge at mile B 324/12-13, on the diversion constructed by the Bezwada-Madras railway in the Gudur valley, for conversion of the metre to the broad gauge. The floods continuing, traffic was not resumed on the main line till the 3rd October.

Assam-Bengal Railway (metre gauge).

12. On the 12th June, an earthquake damaged the line above Akhaura (mileage 125 from Chittagong). Traffic above Akhaura was at once stopped and not re-opened until—

20th July 1897, from Akhaura to Srimangal for goods and parcels.

24th " " " Srimangal to Kulaura for " "

30th " " " Akhaura to Kulaura for local passenger traffic by goods trains on alternate days.

8th August 1897, from Akhaura to Karimganj for all description of traffic.

The Gaubáti-Jamuna Mukh section (71·73 miles) was also closed on account of the damage it sustained by the earthquake, and has not yet been re-opened.

Burma Railways (metre gauge).

13. On the 17th August, exceptionally heavy rain in the Pyuntaza district caused the Yayandy Choung to overflow its banks and an overflow bridge of two spans of 20 feet collapsed entirely, and at the same time a breach of nearly 100 feet was made in the bank. Trains were stopped on each side and passengers transhipped. The breach was spanned by a temporary pontoon bridge, for foot passengers, while a pile bridge was being constructed for trains. The pile bridge was completed and through running resumed on the 9th September.

On the 16th October, there was a very sudden and exceptional flood in the Youbin Choung, which scoured out a great portion of its bed at the railway crossing and affected the foundations of one of the piers of the railway bridge, mileage 217, (one span of 100 feet and two spans of 40 feet on well foundations). One pier was scoured out to within three feet of the bottom of the well and heeled over, throwing the girders considerably out of line and level. The mail train passing over the bridge at the time had the engine derailed, but no further damage was done. Passengers were transhipped for the following two days, when through running over the bridge at slow speed was resumed.

Rohilkund and Kumaon Railway system (metre gauge).

14. On the 25th and 26th September, upwards of seventeen inches of rain fell in the Nainital and neighbouring districts. The result was an unprecedented flood in the Gola river, which passes near Haldwáni, and afterwards crosses the line near Kichha. Near Haldwáni, the river cut away its right bank and breached the railway, flooding the line for fully a mile between Kichha station and Kichha bridge, and washing away a good deal of ballast. The line was repaired and through rail communication again established by the evening of the 27th September.

Bengal Doonars Railway (metre gauge).

15. On the 12th June, the permanent-way was badly disturbed in places, for 18 miles, by an earthquake. Traffic was stopped, but resumed from the 21st idem.

Jorhát Railway (2' 0" gauge).

16. On the 4th September, an exceptionally heavy flood occurred in the Brahmaputra, washing away the embankment at mile 0/5, between Gosáigáon and Potiagaon stations, and causing a gap of one hundred feet in the line. Traffic on this portion of the line was suspended, and a temporary station and telegraph office established at Potiagaon station on the 8th September 1897. The repairs to the breach were completed and traffic resumed on the 8th October 1897.

Darjeeling-Himalayan Railway (2' 0" gauge).

17. On the 25th June, owing to heavy rain, the line and cart-road near Tindhária at mile 19·50 were blocked by slips. This necessitated transshipment at that point, until through communication was restored on the 28th idem.

Cherra-Companyganj Railway (2' 6" gauge).

18. On the 12th June, an earthquake occurred which wrecked the bridges on the quarry line, and the Companyganj bridge was thrown partially out of plumb and had one cylinder snapped across about three feet from the bottom. The banks settled and cracked in every direction and were very badly fissured and practically levelled to the ground between Tharriá and Bholáganj stations. The permanent-way was thrown out of the straight line transversely and perpendicularly several feet. The Bholáganj station and engine-yard subsided and the workshops were flooded and destroyed. The repairs to the damages to the banks and permanent-way were completed from Tharriá to Bholáganj by the end of August, but in September the line was again damaged by floods.

Very heavy rain occurred in June, July and August which thoroughly saturated the ground, and in the first four days of September a rainfall of some eighty inches, falling on the already saturated ground, caused abnormal floods, which brought down sand and boulders from the landslips in the hills caused by the earthquake of June 12th. The floods first destroyed the Tharriá bridge over the Dholai river, carrying it completely away; then they burst the dry stone masonry dam across the Dhubri river, and the water flowing by the latter river and also across country, washed away the railway embankment from Tharriá to Bholáganj. The line is still under repair and not yet open for traffic, as the work has been retarded by subsequent floods.

CHAPTER XV.

Accidents.

The following statement shows for each gauge separately, the number of persons killed and injured in connection with railway working during 1897, as compared with the average of the two previous years :

STATEMENT No. 46.

Year.	PASSENGERS.						SERVANTS.						OTHER PERSONS.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Standard gauge.																								
1897	6	105	40	143	55	214	13	23	161	257	174	250	13	8	379	103	149	8	10	2	551	121	780	640
Average of the two previous years.	10	50	50	120	60	170	9	27	115	230	118	263	11	7	221	71	99	3	6	5	340	80	515	528
Metro gauge.																								
1897	16	23	8	67	24	90	5	15	50	70	55	86	11	7	140	63	10	1	6	2	176	73	255	248
Average of the two previous years.	6	15	17	50	23	71	5	9	39	75	43	89	0	7	109	40	22	3	3	3	143	62	209	217
Special gauges.																								
1897	...	...	...	...	...	...	...	...	1	3	1	3	1	1	1	3	1	...	...	...	3	4	4	7
Average of the two previous years.	...	...	...	...	...	...	...	3	...	5	...	5	...	...	1	1	...	...	...	1	1	2	1	10
Total of all gauges.																								
1897	22	128	67	210	79	334	18	38	212	330	230	365	25	16	520	166	160	9	16	4	730	198	1,030	90
Average of the two previous years.	16	65	67	162	63	217	8	30	163	310	161	355	20	14	334	121	121	6	9	17	494	163	728	75

The following paragraphs give a brief account of the principal accidents which occurred during the year :

East Indian Railway system (standard gauge).

2. On the 7th January, an up goods train collided with another standing on the home line at Gangpur station. The accident was due to the carelessness of the station master, who, assuming that the latter train had passed his station, allowed the former train in. Two railway servants were injured.

On the 15th April, a collision took place at Howrah station between the down Tarkessur local train and the empty stock of the down Burdwan local train, owing to the former having run against signals. Twenty passengers were slightly injured.

On the 28th April, while an up passenger train was standing at Magra station, a down goods train was allowed to run through the station. As the engine of the down goods train arrived at the main line points, it collided first with a wagon standing foul of the crossing, which was thrown clear off the line and derailed, and next with two wagons standing together uncoupled on the main line, and carried them some distance through the yard. A railway servant was badly hurt and subsequently died.

On the 10th June, a collision took place at Moghal Sarai station, between an up passenger train and a pilot engine with some empty vehicles, owing to the train having been admitted on to the wrong line. The rolling-stock was damaged and two passengers were injured.

On the 14th June, while a down mail train was running between Ghaggar and Lalru stations, a horse-box, second from the engine, was found on fire. A passenger travelling in a first class carriage having given the alarm, the train was brought to a stand. The loaded horse-box and mail van were completely, and the brakevan partially, burnt. The horses in the box were killed, and four out of five syces were injured in jumping out of the train. The fire was probably due to the syces smoking.

On the 18th July, an up special goods train was standing on the second line at Nawádih station at the time when the up mail train passed, and it was the intention of the station master to shunt this train into the siding at the east end, to then admit a second up special goods train on to the second line, and keep the platform line clear for a passenger train following shortly after. The second up special goods train left Nargungoo, ran into Nawádih full speed, and collided with the first up special goods train which was being shunted into the siding. The engine, a brakevan and ten wagons of the second up special train were completely wrecked, and a fireman of the incoming train killed. The accident was due to a neglect of rules and to the driver losing control of his engine on the heavy down grade into Nawádih. The assistant station master and driver were prosecuted, and on conviction fined Rs. 500 and Rs. 250 respectively.

On the 7th August, while an up special train was proceeding from Maharajpur to Sakrigali Ghât with twenty-six partially loaded wagons, engine tender foremost, it ran over a buffalo at mile 211, on a curve, resulting in the engine being derailed, and after travelling a short distance, capsized on its side. Five wagons next to the engine were badly telescoped.

On the 21st August, at mile 524, between Gaipura and Nahwai stations, an up goods train from the direction of Howrah ran through Gaipura station without line clear message, and collided with a down passenger train on its way from Nahwai. The engines of both trains and rolling-stock were derailed and considerably damaged. Two native passengers were killed. The driver of the up goods train, responsible for the accident, was prosecuted.

Bengal Central Railway (standard gauge).

3. On the 5th June, a sub-inspector's trolley was run into by a relief van engine at mile 7, near Gángnapur station, owing to the carelessness of the staff in charge of the engine. The sub-inspector, a time-keeper and two trollymen were killed and the trolley broken to pieces. The locomotive staff were punished.

Bengal-Nágpur Railway (standard gauge).

4. On the 25th June, an up goods train entered the Sini station at an excessive speed against signals, and collided with nine wagons that were standing on the main line, resulting in considerable damage to the engine and vehicles.

North Western State Railway system (standard gauge).

5. On the 23rd January, a sub-inspector's trolley was run into by an up Quetta mail train in a deep cutting at mile 47/917 near Kóchálí station, owing to neglect on the part of the sub-inspector. Two railway servants were killed and two injured.

On the 3rd July, at Kartárpur station, a down mixed train which entered the station against signals, ran into and collided with a down goods train which was being shunted between the down distant and main signals. Some five or six third class passengers in the mixed train received slight injuries and the rolling-stock was damaged. The staff in fault were prosecuted.

On the 23rd September, a down mail train was admitted on the wrong line and collided with an up transport train which was standing on the loop at Bokra station. Some stock was damaged and derailed. The staff in fault were prosecuted.

Oudh and Rohilkhand State Railway (standard gauge).

6. On the 23rd August, the whole coaching stock of a down mixed train, consisting of twelve vehicles, was derailed at about mile 358, near Dejora bridge,

between Basháratganj and Bareilly stations, and the rolling stock and permanent-way were considerably damaged.

Eastern Bengal State Railway system (standard, metre and special gauges).

7. On the 8th January, at mile 95,110 between Chorkai and Phulbári stations, seven goods vehicles attached to an up mixed train were derailed, due to the line having been fouled by a buffalo, which had been run over and killed by a down train. The rolling stock and permanent-way were considerably damaged.

On the 28th June, at Ágarpara station, there was a collision between one of the slip carriages and the main body of an up passenger train, due to a defect in the slip coupling. Nine passengers were slightly injured and a slip carriage was damaged.

On the 21st October, at Canal Junction, a collision took place between an up Bengal Central railway mixed train and a down Eastern Bengal State railway goods train. The accident occurred on the cross-over leading from the up main line to the Chitpore down line, and resulted in slight injury to sixteen passengers, and serious damage to the rolling stock of both the lines.

East Coast State Railway (standard gauge).

8. On the 24th June, at Khurda Road station, the yard foreman in the absence of the driver having started an engine, it collided with seven third class carriages that were standing on the line and damaged them. The yard foreman was summarily dismissed the service.

Great Indian Peninsula Railway system (standard gauge).

9. On the 6th March, two wagons attached to an up goods train were derailed on the Pothra bridge, at mile 2919, near Nágri station, owing to the bosses of the wheels working loose through wear and tear. The rolling stock, permanent-way and bridge were considerably damaged.

On the 15th June, the engine and seven carriages attached to a down passenger train were derailed at mile 346 $\frac{3}{4}$, near Bágmár station, owing to a rail having been removed from the down line by a muccadam and a gangman with the intention of wrecking the train. The engine, rolling stock and permanent-way were damaged. The parties in fault were prosecuted and sentenced to transportation for life and to seven years' rigorous imprisonment respectively.

On the 21st June, a collision occurred between a down goods train (carrying passengers) and an up goods train at Sháhábád station, owing to the points being wrongly set. Four passengers and one railway servant were injured, and the engine and rolling stock damaged. The muccadam, pointsman and signalman were prosecuted and sentenced; the muccadam to one month and the others to fifteen days' rigorous imprisonment each.

On the 28th September, a collision took place between a down passenger train and a down goods train at Martur station, owing to the points having been wrongly set. A native female passenger was slightly injured and the rolling stock considerably damaged. The assistant station master and muccadam concerned in the accident were prosecuted and sentenced; the former to six months' rigorous imprisonment, and the latter to a fine of Rs. 50, or, in default of payment, to three months' imprisonment.

Bombáy, Baroda and Central India Railway system (standard gauge).

10. On the 9th January, after the engine and four leading vehicles of an up mail train, which was booked to run through Gholvad station, had passed the north points on the platform line on which a down mixed train was standing, the pointsman discovering his mistake threw over the points for the main line, thus splitting the train and causing derailment of some of the vehicles. The front portion of the mail train collided with the mixed train, resulting in serious damage. Four passengers and a railway servant were killed and twenty-two passengers and two railway servants were injured. Both the deputy station master and the pointsman were prosecuted and sentenced; the former to 10 days' simple imprisonment with a fine of Rs. 10, and the latter to two years' rigorous imprisonment.

On the 9th July, a down goods train collided with a rake of nine empty ballast trucks at Bamnia station, damaging the ballast wagons. This was due to the carelessness of the station master and pointsman in lowering the signals and receiving the train on the line on which the ballast trucks were standing, as also to the speed of the train while entering the station being excessive.

Madras Railway system (standard gauge).

11. On the 2nd May, while a local train was entering Ráyapuram station, three third class carriages were derailed at the hydraulic facing points and considerably damaged.

On the 15th May, the driver of a mixed train, while entering Bangalore City station at too high a speed, lost control of his train, ran through the station and knocked over the buffer stop, where the engine, brakevan and three wagons were derailed.

On the 30th November, while a mixed train was entering Jalarpet station; the engine and six vehicles were derailed, owing to the breakage of an engine spring. Three passengers in the derailed vehicles were slightly hurt.

The Nizam's Guaranteed State Railway system (standard gauge).

12. On the 25th October, three Great Indian Peninsula railway wagons attached to an up goods train were derailed at mile 143/18, between Bhongir and Bibinagar stations. The accident was due to a steel axle of one of the wagons, which was badly flawed, breaking. About one mile of permanent-way was ploughed up before the train was brought to a final stand.

Southern Mahratta Railway system (metre gauge).

13. On the 10th May, a down mail train collided with a down mixed train standing on the main line at Koregaon station, owing to the facing points not having been properly set. Two third class passengers were slightly injured and the rolling stock was considerably damaged.

On the 18th May, a down mixed train was run into by a light engine at mile 478/3, between Satúlúr and Phirangipuram stations, owing to the engine having been improperly allowed to leave the former station before the train had cleared the section. The rear brakevan of the down train and a second class carriage were smashed and four railway servants injured. The assistant station master of Satúlúr, the driver of the light engine and the guard of the train were prosecuted and punished.

On the 8th July, an up special goods train parted at Nágargáli east distant signal, owing to the breakage of the coupling of a wagon due to a flaw in the metal. The rear portion, consisting of twenty-one wagons and two brakevans, ran back to mile 41/20, between Alnávar and Kambárganvi stations, and collided there with another up special goods train, with the result that the engine and twelve wagons were capsized and telescoped. Three railway servants were injured and the rolling stock was considerably damaged.

On the 11th August, an up goods train from Hubli to Londa parted at mile 286, between Nágargáli and Devarayi stations, owing to the breakage of the coupling hook of a wagon due to a flaw in the metal. The rear portion, consisting of sixteen vehicles, ran back towards Tavargatti station, where it was turned into the dead end siding and two vehicles were capsized and nine vehicles derailed, blocking both the main and platform lines. The guard of the train was injured, and the rolling stock and permanent-way were considerably damaged.

Assam-Bengal Railway (metre gauge).

14. On the 7th April, the engine of an up mixed parted from its train between the distant signal and Feni station, and the rear portion collided at mile 22/39 with the engine. The rolling stock was considerably damaged.

Burma Railways (metre gauge).

15. On the 28th April, a down mixed train was derailed at mile 79/16, about 2 miles north of Letpadan station, owing to some fishplates having been removed and rails slewed by some persons unknown. A passenger was slightly injured.

Total number of accidents to trains, rolling stock, etc.

16. The statement on pages 216 and 217 shows the total number of accidents to trains, rolling stock, permanent-way, etc., during 1897, and the casualties resulting therefrom, as compared with the average of the two preceding years, the results for each gauge being shown separately.

17. The statistical results for the year under review are summarised in the following table:

Particulars.	1897.				AVERAGE OF THE TWO PRECEDING YEARS.			
	Standard.*	Metre.†	Special.	Total.	Standard.*	Metre.†	Special.	Total.
Mean mileage worked . . . Miles	11,844	8,340	279	20,463	11,260	7,578	266	19,404
Train-mileage run . . . Miles	47,126,332	21,714,141	492,662	69,333,135	44,577,587	20,480,789	457,365	65,515,741
Number of passengers carried . No.	94,507,476	55,132,318	889,298	150,618,092	90,301,604	55,178,766	962,625	155,443,285
Number of passenger units carried one mile . . . No.	3,921,500,654	4,076,683,226	24,450,000	5,923,237,780	4,102,540,448	4,074,403,222	25,613,39	1,292,766,069
Number of accidents per 100,000 train-miles run . . . No.	6	0	10	7	5	-10	15	7
Proportion of passengers killed by accidents to trains (vide statement No. 40) to number carried . . . No.	1 in 15,766,240	1 in 3,445,770	...	1 in 6,810,277	1 in 9,930,190	1 in 9,108,461	...	1 in 9,715,205
Proportion of passengers injured by accidents to trains (vide statement No. 40) to number carried . . . No.	1 in 900,029	1 in 2,397,057	...	1 in 1,176,704	1 in 1,986,040	1 in 3,678,684	...	1 in 2,391,435
Proportion of passengers killed from all causes (vide statement No. 40) to number carried . . . No.	1 in 1,719,054	1 in 2,297,180	...	1 in 1,906,558	1 in 1,655,033	1 in 2,399,077	...	1 in 1,872,911
Proportion of passengers injured from all causes (vide statement No. 40) to number carried . . . No.	1 in 381,441	1 in 612,581	...	1 in 445,616	1 in 564,216	1 in 777,164	...	1 in 629,325
Proportion of passengers killed and injured from all causes (vide statement No. 40) to number carried . . . No.	1 in 312,203	1 in 493,817	...	1 in 361,181	1 in 40,771	1 in 687,008	...	1 in 471,041
Proportion of passengers killed and injured from all causes (vide statement No. 40) to number of passenger units carried one mile . . . No.	1 in 12,943,533	1 in 17,341,125	...	1 in 14,204,407	1 in 17,765,440	1 in 22,068,119	...	1 in 19,069,689

It will be noticed that there were 7 accidents for every 100,000 train-miles run, being the same as the average of the two previous years.

As compared with the average of the two previous years, the proportion of passengers killed by accidents to trains to the number of passengers booked was 1 in $6\frac{3}{4}$ millions against an average of 1 in $9\frac{3}{4}$ millions in the two previous years. The proportion of passengers injured to the number of passengers booked was 1 in 1 million against an average of 1 in $2\frac{1}{2}$ millions. The high proportion in the case of passengers killed was mainly due to the failure of the Malur bridge on the 23rd September 1897, on the Southern Mahratta railway, in which about 16 passengers were killed; and in the case of those injured, to the accidents on the 9th January and 15th April 1898, on the Bombay, Baroda and Central India and the East Indian railways, respectively.

The proportion of passengers killed from all causes to the number of passengers booked was 1 in 2 millions against an average of 1 in $1\frac{3}{4}$ millions. The proportion of passengers injured to the number of passengers booked was 1 in 445,616 against an average of 1 in 629,325.

The proportion of total casualties (passengers killed and injured from all causes) to the number booked, was 1 in 361,184 against an average of 1 in 471,041. The proportion of total casualties to the number of passenger units carried one mile was 1 in $14\frac{1}{4}$ millions against an average of 1 in 19 millions.

* Excluding the Calcutta Port Commissioners' railway.

† Excluding the West of India Portuguese and the Pondicherry railways.

‡ Excluding the Cawnpore-Burhwal (metre gauge line).

Accidents to trains, rolling stock, permanent-way, etc., on railways open for

METRE

Classification.	STANDARD GAUGE.												Average number of accidents during the two previous years.			1897.					
	Average number of accidents during the two previous years.			1897.												Average number of accidents during the two previous years.			Number.		
				Number.			Number of passengers and others.			Number of servants.			Total all classes.								
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains . . .	2	3	5	3	...	3	...	12	...	...	...	12	3	2	5	4	...	4	...	2
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line . . .	10	10	20	22	9	31	2	56	...	3	2	59	6	10	16	4	3	7	...	...
3. Collisions between goods trains or parts of goods trains . . .	8	48	56	13	29	42	..	...	3	9	3	9	2	14	16	3	9	12	...	...
4. Collisions between light engines . . .	1	14	15	1	21	22	...	1	...	...	...	1	...	5	5	...	4	4	...	...
5. Passenger trains or parts of passenger trains caving the rails . . .	11	20	31	14	23	37	...	...	...	...	...	...	17	30	47	35	15	50	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . .	9	118	127	5	96	101	...	...	...	...	...	...	3	80	83	4	73	77	...	...
7. Trains or engines travelling in the wrong direction through points . . .	6	87	93	7	83	90	4	28	1	5	5	33	11	48	59	6	36	42	...	...
8. Trains running into stations or sidings at too high a speed . . .	4	11	15	2	9	11	...	...	...	...	...	...	...	10	10	1	6	7	...	...
9. Trains running over cattle on the line . . .	2	1,002	1,004	3	1,236	1,239	(a)1	...	...	...	1	...	10	1,071	1,081	10	1,113	1,123	...	...
10. Trains running over obstructions on the line . . .	11	84	95	9	72	81	(b)2	(b)3	6	3	8	6	12	57	69	13	56	69	...	(b)5	
11. Trains running through gates at level crossings . . .	3	28	31	1	34	35	...	...	...	1	...	1	2	16	18	3	15	18	...	(a)1
12. The bursting of boilers of engines . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines . . .	...	100	100	...	149	149	...	...	...	...	...	...	...	66	66	...	33	33	...	...
13. The failure of machinery, springs, etc., of engines . . .	...	323	323	...	419	419	...	3	...	...	...	3	1	159	160	...	135	135	...	...
14. The failure of tyres . . .	1	6	7	...	11	11	10	10	...	2	8	10
15. Ditto of wheels . . .	...	2	2	1	8	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles . . .	1	10	11	1	8	9	...	...	...	...	...	...	4	38	42	14	48	62	...	...
17. Ditto of brake apparatus . . .	...	3	3	...	1	1	...	...	...	...	...	...	...	3	3	...	1	1	...	...
18. Ditto of couplings . . .	1	78	79	...	75	75	...	...	1	...	1	...	2	112	114	5	126	131	...	...
19. D.t of tunnels, bridges, viaducts, culverts, etc. . .	...	...	...	...	1	1	...	...	...	...	...	...	1	...	1	1	...	1	16	16
20. Broken rails . . .	...	41	41	...	51	51	...	...	...	...	...	...	...	33	33	...	43	43	...	...
21. The flooding of portions of permanent-way . . .	12	34	46	10	35	45	...	...	...	...	...	...	2	31	33	7	57	64	...	4
22. Slips in cuttings or embankments . . .	2	17	19	...	13	13	...	...	...	...	...	...	2	4	6	...	11	11	...	...
23. Fire in trains . . .	3	94	97	4	84	88	(a)1	(c)6	..	...	1	6	1	59	60	...	34	34	...	...
24. Fire at stations, or involving injury to bridges or viaducts . . .	2	30	32	...	32	32	...	...	1	...	1	...	2	14	16	1	22	23	...	...
25. Other accidents . . .	6	142	148	3	172	175	(a)1	1	1	2	2	3	11	76	87	6	56	62	...	...
Total for the twelve months ending with the 31st December 1897 . . .	...	...	...	99	2,671	2,770	(d)11	(d)110	13	23	24	133	...	...	...	119	1,904	2,023	16	(g)29
Average of the two previous years . . .	...	...	...	95	2,305	2,400	(e)14	(f)58	3	27	17	85	...	...	...	92	1,948	2,040	(h)9	(d)20

(a) Not a passenger.

(b) Not passengers.

(c) Of these, 2 were not passengers.

(d) Of these, 5 were not passengers.

(e) Of these, 4 were not passengers.

(f) Of these, 8 were not passengers.

(g) Of these, 6 were not passengers.

(h) Of these, 3 were not passengers.

(i) Of these, 7 were not passengers.

(j) Of these, 12 were not passengers.

(k) Of these, 13 were not passengers.

No. 47.

No. 47.

traffic, and the casualties resulting therefrom during the year ending with the 31st December 1897.

GAUGES.				SPECIAL GAUGES.												TOTAL ALL GAUGES.															
Number of servants.		Total all classes.		Average number of accidents during the two previous years.		1897.								Average number of accidents during the two previous years.				1897.													
						Number.		Number of passengers and others.		Number of servants.		Total all classes.						Number.		Number of passengers and others.		Number of servants.		Total all classes.							
Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Classification number.					
...	2	...	...	...	...	...	...	...	...	...	...	...	5	5	10	7	...	7	...	14	...	...	...	14	1			
...	1	...	1	...	...	...	...	...	...	...	...	17	20	37	26	12	38	2	56	...	3	2	59	2				
...	10	62	72	16	38	54	...	...	3	11	3	11	3				
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	1	19	20	1	25	26	...	1	...	...	...	1	4	
...	20	55	84	71	41	115	...	1	...	...	...	1	5				
...	1	1	5	0	25	3	25	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6		
...	4	14	18	...	6	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7			
...	8			
...	9			
...	1	0	10	...	20	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10			
...	5	1	3	4	1	3	4	(b)	(a)	...	...	...	24	144	168	23	131	154	(b)	(b)	6	3	10	12	10			
...	1	...	...	...	...	...	...	...	...	...	...	...	5	44	49	4	49	53	...	(a)	1	...	1	...	2	11		
...	12			
...	1	1	...	...	2	...	...	...	...	...	...	167	167	...	184	184	...	...	...	...	...	...	(a)	12			
...	7	7	...	12	12	...	...	...	...	...	1	489	490	...	566	566	...	3	...	...	...	...	3	13			
...	1	16	17	2	19	21	...	...	...	...	...	...	...	14			
...	5	5	...	2	2	...	...	...	...	...	...	7	7	1	10	11	...	...	...	...	...	...	...	15			
...	2	6	8	1	1	1	...	...	...	...	...	7	54	61	16	59	75	...	...	...	...	...	...	...	16			
...	6	6	...	2	2	...	...	...	...	...	...	...	17			
...	3	190	193	5	201	206	...	...	1	7	1	7	18				
...	7	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...			
4	2	20	18	1	...	1	...	...	...	...	...	...	...	...	2	...	2	1	1	2	16	16	4	2	20	18	19	
...	1	1	...	...	...	...	...	74	74	...	95	95	...	...	...	...	...	...	...	20			
...	15	70	85	20	96	116	...	4	...	...	...	...	4	21			
...	4	1	5	6	3	4	7	...	...	...	...	...	4	22	26	...	25	25	...	(a)	(c)	...	...	...	...	22		
...	1	1	...	1	1	...	...	...	...	...	4	154	158	5	119	124	1	6	...	...	1	6	23				
...	1	1	1	1	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	1	1	...	...	...	...	...	4	44	48	1	55	56	...	...	1	...	1	...	24				
...	1	1	...	...	...	...	...	17	219	236	9	229	238	(a)	1	2	6	3	7	25				
1	4	1	4	...	1	1	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	15	21	44	...	...	...	31	65	96	(b)	(a)	...	...	2	1	...	...	...	...	...	...	...	...	...	...	...	...	...
5	9	14	29	...	...	...	12	53	70	...	...	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...

SIMLA ;

The 3rd June 1898.

A. BRERETON,

Director of Railway Traffic and Statistics.

APPENDICES.

	PAGE.
(A) GAUGE AND CLASSIFICATION OF RAILWAYS AND THE LENGTHS OF LINES SANCTIONED AND OPEN FOR TRAFFIC ON THE 31st MARCH 1898	ii to x
(B) RAILWAYS OR SECTIONS OF RAILWAYS SANCTIONED FROM THE 1st APRIL 1897 TO THE 31st MARCH 1898.	xi and xii
(C) RAILWAYS OR SECTIONS OF RAILWAYS OPENED FOR TRAFFIC FROM THE 1st APRIL 1897 TO THE 31st MARCH 1898	xiii and xiv
(D) LENGTH OF RAILWAYS OPEN FOR TRAFFIC AT THE END OF THE OFFICIAL YEARS 1892-93 AND 1897-98, AND PROGRESS MADE IN THE OPENING OF RAILWAYS DURING THE OFFICIAL YEARS 1893-94 TO 1897-98	xv to xix
(E) LENGTH OF RAILWAYS OPEN FOR TRAFFIC AT THE END OF THE CALENDAR YEARS 1892 AND 1897, AND PROGRESS MADE IN THE OPENING OF RAILWAYS DURING THE CALENDAR YEARS 1893 TO 1897	xx to xxiv
(F) RAILWAYS OR SECTIONS OF RAILWAYS UNDER CONSTRUCTION OR SANCTIONED ON THE 31st MARCH 1898	xxv to xxix
(G) TOTAL APPROXIMATE EARNINGS FROM THE 1st JANUARY TO THE 31st MARCH 1898 AS COMPARED WITH THE ACTUALS OF THE CORRESPONDING PERIODS OF 1896 AND 1897	xxx to xxxii
(H) PRINCIPAL COMMODITIES CARRIED AND THE EARNINGS THEREFROM DURING 1897, AS COMPARED WITH THE PREVIOUS YEAR	xxxiii to xlvii

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1896-97 as shown in the last report.	Sanctioned during 1897-98. (Appendix B.)	Corrections of mileage.
				Miles.	Miles.	Miles.
STANDARD GAUGE.						
State lines worked by companies.						
I	EAST INDIAN	East Indian Railway Company	15th Aug. 1854.	1,828.61	154.11	+2.74
II	BENGAL CENTRAL (a)	Bengal Central Railway Company.	16th Oct. 1882 .	125.01	...	...
III	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880 .	1,220.88	...	...
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1896 .	795.56	...	-0.13
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882 .	13.11	...	...
VI	GODHRA-RUTLAM-NÁGDÁ	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893 .	140.91	...	...
VII	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874 .	44.88	...	...
VIII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878 .	145.44	...	...
IX	BEZWADA EXTENSION (EAST COAST STATE) (b).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889 .	20.58	...	...
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS).	Madras Railway Company	22nd Feb. 1896 .	8.45	...	...
	TOTAL . . . . .	.....	.....	4,343.43	154.11	+2.61
State lines worked by the State.						
XI	NORTH WESTERN	North Western State Railway .	13th May 1861 .	2,990.09	...	+13.81
XII	HYDERABAD-SHADIPALLI	North Western State Railway .	18th Aug. 1892 .	58.91	...	+3.42
XIII	ODDH AND ROHILKHAND	Oodh and Rohilkhand State Railway.	23rd April 1867.	951.06	87.00	...
XIV	EASTERN BENGAL	Eastern Bengal State Railway .	2nd Jan. 1862 .	272.42	...	-3.46
XV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta	1st Nov. 1875 .	8.53	...	...
XVI	EAST COAST	East Coast State Railway	20th Feb. 1893 .	(d) 538.78	6.44	...
XVII	BEZWADA-MADRAS (ENNÚR-BEZWADA SECTION).	Being constructed by State agency.	.....	(c) 230.25	...	-0.39
	TOTAL . . . . .	.....	.....	5,050.04	93.44	+20.30
Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA	Great Indian Peninsula Railway Company.	18th April 1853 .	1,326.07	37.31	-4.02
XIX	BOMBAY, BARODA AND CENTRAL INDIA	Bombay, Baroda and Central India Railway Company.	10th Feb. 1860 .	46.090	...	...
XX	MADRAS	Madras Railway Company	1st July 1856 .	839.22	63.35	+0.01
	TOTAL . . . . .	.....	.....	2,626.19	100.66	-4.01
Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	East Indian Railway Company	1st Mar. 1891 .	160.47	...	+1.77
XXII	TARESSUR	East Indian Railway Company	1st Jan. 1885 .	22.23	...	...
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA)	North Western State Railway	10th Nov. 1897 .	400.71	25.00	-0.12
XXIV	SOUTH BEHAR (LUCKEESERAI-GYA).	East Indian Railway Company	.....	78.81	...	+0.19
XXV	HARDWAR-DEHRA	Oodh and Rohilkhand State Railway.	.....	30.00	...	+2.01
XXVI	TÁPTI VALLEY	Bombay, Baroda and Central India Railway Company.	.....	162.47	...	-6.07
	TOTAL . . . . .	.....	.....	854.69	25.00	-2.22
	Carried over . . . . .	.....	.....	12,874.35	373.21	+16.68

Lines sanctioned and open for traffic on the 31st March 1898.

Total sanctioned length at the end of 1897-98.	OPEN MILEAGE.				Length remaining to be finished (Appendix F).	Length laid with two or more tracks.	Classification No.	REMARKS.
	On the 31st March 1897 as shown in the last report.	Opened during 1897-98 (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898				
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,985.46	1,701.37	1.25	+2.47	1,705.09	280.37	474.25	I	
125.01	125.01	...	...	125.01	...	...	II	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
1,220.88	860.88	...	...	860.88	360.00	...	III	
795.43	479.56	47.83	...	727.39	68.04	...	IV	
13.11	13.11	...	...	13.11	...	...	V	
140.91	140.91	...	...	140.91	...	...	VI	
44.88	44.88	...	...	44.88	...	...	VII	
145.44	145.44	...	...	145.44	...	...	VIII	
20.58	20.58	...	...	20.58	...	...	IX	
8.45	8.45	...	...	8.45	...	...	X	
4,500.15	3,740.19	49.08	+2.47	3,791.74	708.41	474.25		
3,007.32	2,799.79	...	(c) { +13.81 +3.42 }	2,817.02	190.30	86.36	XI	(c) Bindli branch, previously omitted.
58.91	58.91	...	...	58.91	...	...	XII	
1,038.06	812.37	...	...	812.37	225.69	...	XIII	
275.88	250.00	...	+3.49	253.49	22.39	111.46	XIV	
8.53	8.53	...	...	8.53	...	...	XV	
(d) 545.22	(d) 538.78	...	...	(d) 538.78	6.44	...	XVI	(d) Including 2.66 miles (mixed gauge), and 0.33 mile (metre gauge).
229.86	...	...	...	...	229.86	...	XVII	
5,163.78	4,468.38	...	+20.72	4,489.10	674.68	197.82		
1,359.36	1,288.00	...	...	1,288.00	71.36	461.92	XVIII	
460.90	460.90	...	...	460.90	...	118.36	XIX	
902.58	839.22	...	+0.01	839.23	63.35	42.41	XX	
2,722.84	2,588.12	...	+0.01	2,588.13	134.71	622.69		
162.24	160.47	...	+1.77	162.23	...	...	XXI	
22.23	22.23	...	...	22.23	...	...	XXII	
425.59	...	399.80	...	399.80	25.79	...	XXIII	
79.00	...	...	...	...	79.00	...	XXIV	Under construction.
32.01	...	...	...	...	32.01	...	XXV	Under construction.
156.40	...	...	...	...	156.40	...	XXVI	Under construction.
877.47	182.70	399.80	+1.77	584.27	293.20	...		
16,264.24	10,979.39	448.88	+24.97	11,453.27	1,811.00	1,291.76		

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1-0-07 as shown in the last report.	Sanctioned during 1-07-08. (Appendix B.)	Corrections of mileage.
				Miles.	Miles.	Miles.
	Brought forward	.....	.....	12,874.35	373.21	+ 16.68
	STANDARD GAUGE— <i>concl'd.</i>					
	Lines owned by native states and worked by companies.					
XXVII	KHÁMGAON	Great Indian Peninsula Railway Company.	14th March 1870 . .	7.55	...	...
XXVIII	AMRÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 . .	5.44	...	...
XXIX	BÍNA-GOONA	Indian Midland Railway Company.	1st May 1895 . .	147.04	...	— 0.20
XXX	BHOPAL-UJJAIN	Indian Midland Railway Company.	11th Nov. 1895 . .	113.52	...	...
XXXI	BHOPAL-ÍÁRSI (NATIVE STATE SECTION) . .	Indian Midland Railway Company.	18th Nov. 1884 . .	44.28	...	...
XXXII	THE NIZAM'S GUARANTEED STATE . .	Nizam's Guaranteed State Railway Company.	8th Oct. 1874 . .	332.32	...	...
XXXIII	NÁGDÁ-UJJAIN	Bombay, Baroda and Central India Railway Company.	15th July 1896 . .	34.67	...	...
XXXIV	THE GAEKWAR'S PETLÁD	Bombay, Baroda and Central India Railway Company.	5th May 1890 . .	13.35	...	...
XXXV	KOLAR GOLD-FIELDS	Madras Railway Company . .	1st June 1894 . .	10.00	...	...
	TOTAL . . . . .	.....	.....	703.07	...	— 0.20
	Lines owned by native states and worked by state railway agency.					
XXXVI	RÁJPURA-BHÁTINDA	North Western State Railway .	1st Nov. 1884 . .	107.04	...	...
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION) (a).	North Western State Railway .	15th Mar. 1890 . .	15.32	...	...
XXXVIII	LUDHIÁNA-DHURI-JAUNAL (b)	North Western State Railway .	.....	...	80.32	...
	TOTAL . . . . .	.....	.....	123.86	80.32	...
	Total standard gauge.	.....	.....	13,707.28	453.53	+16.48
	METRE GAUGE.					
	State lines worked by companies.					
XXXIX	BENGAL AND NORTH-WESTERN—(c)					
	TIRHOOT SECTION	Bengal and North-Western Railway Company.	1st Nov. 1875 . .	502.80	...	...
	COMPANY'S SECTION		2nd April 1884 . .	749.00	33.00	— 2.58
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON).	Rohilkund and Kumaon Railway Company.	12th Oct. 1884 . .	231.17	...	...
XLI	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 . .	1,673.93	...	...
XLII	PÁLANPUR-DEESA	Bombay, Baroda and Central India Railway Company.	8th Nov. 1893 . .	17.28	...	...
XLIII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 . .	1,042.04	...	...
XLIV	GUNTAKAL-MYSORE FRONTIER	Southern Mahratta Railway Company.	1st Mar. 1892 . .	119.50	...	...
XLV	MYSORE SECTION (SOUTHERN MAHRATTA). .	Southern Mahratta Railway Company.	1st Feb. 1881 . .	296.00	...	...
XLVI	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 . .	1,041.59	...	...
XLVII	MÁYAVARAM-MUTUPET	South Indian Railway Company.	2nd April 1894 . .	53.99	...	...
XLVIII	ASSAM-BENGAL	Assam-Bengal Railway Company.	1st July 1895 . .	742.20	...	...
XLIX	BURMA	Burma Railways Company . .	2nd May 1877 . .	1,151.17	...	...
	TOTAL . . . . .	.....	.....	7,623.67	33.00	— 2.58
	Carried over . . . . .	.....	.....	7,623.67	33.00	— 2.58

A—contd.

Lines sanctioned and open for traffic on the 31st March 1898.

MILEAGE.	OPEN MILEAGE.				Length remaining to be finished (Appendix E.)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1897-98.	On the 31st March 1897 as shown in the last report.	Opened during 1897-98. (Appendix G)	Corrections of mileage.	Total open length on the 31st March 1898.			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
13,264.24	10,973.39	448.88	+24.97	11,453.24	1,811.00	1,294.76		
7.55	7.55	...	...	7.55	...	...	XXVII	
5.44	5.44	...	...	5.44	...	...	XXVIII	
147.74	71.74	...	...	71.74	76.00	...	XXIX	
113.52	113.52	...	...	113.52	...	...	XXX	
44.28	44.28	...	...	44.28	...	...	XXXI	
332.32	332.32	...	...	332.32	...	...	XXXII	
34.67	34.67	...	...	34.67	...	...	XXXIII	
13.35	13.35	...	...	13.35	...	...	XXXIV	
10.00	10.00	...	...	10.00	...	...	XXXV	
708.87	632.87	...	...	632.87	76.00	...		
107.94	107.94	...	...	107.94	...	...	XXXVI	(a) The British section of this railway forms an integral part of the North Western State railway system.
15.92	15.92	...	...	15.92	...	...	XXXVII	
80.32	...	...	...	...	80.32	...	XXXVIII	(b) Commencement of work not yet authorised.
204.18	123.86	...	...	123.86	80.32	...		
14,177.29	11,736.12	448.88	+24.97	12,209.97	1,967.32	1,294.76		
502.80	341.80	...	...	341.80	161.00	...	} XXXIX	(c) Although for convenience classed amongst state railways the Company's section of this line is the property of the Bengal and North-Western Railway Company.
773.42	478.63	39.65	-2.58	615.90	263.52	...		
231.17	231.17	...	...	231.17	...	...	XL	
1,673.93	1,673.93	...	...	1,673.93	...	1.14	XLI	
17.23	17.28	...	...	17.28	...	...	XLII	
1,012.04	1,012.04	...	...	1,012.04	...	...	XLIII	
119.50	119.50	...	...	119.50	...	...	XLIV	
296.00	296.00	...	...	296.00	...	...	XLV	
1,041.59	1,041.59	...	...	1,041.59	...	...	XLVI	
53.99	53.99	...	...	53.99	...	...	XLVII	
742.20	360.63	...	...	360.63	381.57	...	XLVIII	
1,154.17	886.45	50.00	...	936.45	217.72	9.00	XLIX	
7,654.09	6,543.01	89.85	-2.58	6,630.28	1,023.81	10.14		
7,654.09	6,543.01	89.85	-2.58	6,630.28	1,023.81	10.14		

Statement showing the gauge and classification of Railways and lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1896-97 as shown in the last report.	Sanctioned during 1897-98. (Appendix B).	Corrections of mileage.
	Brought forward ...	.....	.....	Miles. 7,623-67	Miles. 33-00	Miles. -2-58
	METRE GAUGE—concl'd.					
	State lines worked by the State.					
I	EASTERN BENGAL—NORTHERN AND BEHAR SECTIONS (including the Kaunia-Dharila, 2' 6" gauge, branch). Dacca Section	Eastern Bengal State Railway.	28th August 1877	478-47	24-05	...
LI	CAWNPUR-BERHWA (METRE GAUGE LINK) (a).	Oadh and Rohilkhand State Railway.	4th Jan. 1885	85-92	...	...
LII	SHADIPALLI-BALOTRA (BRITISH SECTION) (c)	Being constructed by State agency.	24th Nov. 1896	(t) 70-60	...	...
	TOTAL	.....	.....	...	(d) 71-26	...
	Assisted companies.			613-09	96-21	...
LIII	DEOGHUR	Messrs. Burn & Co.	23rd Dec. 1882	4-70	...	...
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION).	Rohilkund and Kumaon Railway Company.	12th Oct. 1881	53-02	...	...
LV	BENGAL DOOARS	Messrs. Finlay, Muir & Co.	15th Jan. 1893	36-40	121-76	...
LVI	DIBRU-SADIYA	Assam Railways and Trading Company.	Oct. 1882	77-50	...	...
LVII	LEDO AND TIRAK-MARGHERITA COLLIERY (e).	Assam Railways and Trading Company.	(c)	...	10-00	...
LVIII	AHMEDABAD-PARÁNTÍ.	Bombay, Baroda and Central India Railway Company.	1st May 1897	51-59	...	...
LIX	BRAHMAPUTRA-SULTANPUR	Eastern Bengal State Railway.	.....	60-00	...	-0-30
LX	MYMENSINGH-JAMALPUR-JAGANNATHGANJ	Eastern Bengal State Railway.	.....	63-09	...	-9-19
LXI	SEGOWLIE RAKSAUL	Being constructed by the Segowlie-Raksaul Branch Railway Company. To be worked by the Bengal and North-Western Railway Company when open.	.....	18-00	...	...
LXII	NÍLGIRI	Nílgiiri Railway Company	.....	10-81	...	...
	TOTAL	.....	.....	385-01	131-76	-9-19
	Lines owned by native states and worked by companies.					
LXIII	THE GAEKWAR'S MEHSÁNA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887	92-63	...	...
LXIV	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891	29-07	...	...
LXV	YESVANTPUR-MYSORE FRONTIER	Southern Mahratta Railway Company.	15th Dec. 1892	51-35	...	...
LXVI	MYSORE-NANJANGÚD	Southern Mahratta Railway Company.	1st Dec. 1891	15-75	...	...
LXVII	BIRUR-SHIMOGA	Being constructed by the Mysore Durbar.	.....	38-53	...	-0-55
LXVIII	HYDERABAD-GÓDÁVARI VALLEY	Nizam's Guaranteed State Railways Company.	.....	389-51	...	...
	TOTAL	.....	.....	617-14	...	-0-55
	Lines owned and worked by native states.					
LXIX	JODHPUR-BICKANEER—JODHPUR SECTION	Jodhpore Durbar	24th June 1882	455-42	...	-0-11
LXX	BICKANEER SECTION	Jodhpore Durbar	8th April 1891	85-12	8-90	+0-05
LXXI	ODDETPUR-CHITOR (f)	Meywar State	1st Aug. 1895	60-30	6-41	...
LXXII	BRÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR.	Representative committee of proprietary states.	28th Dec. 1880	(g) 333-46	...	...
LXXIII	JETALSAR-RÁJKOT	Bhávragar-Gondal-Junágad-Porbandar Railway.	12th April 1893	46-23	...	...
LXXIV	JÁMNAGAR	Bhávragar-Gondal-Junágad-Porbandar Railway.	8th April 1897	50-29	...	+3-99
LXXV	JEYPUR	Jeypore State	.....	...	72-78	...
LXXVI	DHRÁNGADRA	Bhávragar-Gondal-Junágad-Porbandar Railway.	.....	...	21-00	...
	TOTAL	.....	.....	1,030-91	169-12	+3-93
	Foreign lines.					
LXXVII	WEST OF INDIA PORTUGUESE	West of India Portuguese Railway Company.	17th Jan. 1887	51-00	...	...
LXXVIII	PONDICHERRY	South Indian Railway Company	16th Dec. 1879	7-80	...	...
	KÁRAIKAL-PERALAM	South Indian Railway Company	14th March 1898	14-45	...	...
	TOTAL	.....	.....	73-25	...	...
	Total metre gauge	.....	.....	10,373-97	370-09	-8-89

A—contd.

Lines sanctioned and open for traffic on the 31st March 1898.

AG.	OPEN MILEAGE.					Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.	Classification No.	REMARKS.
	Total sanctioned length at the end of 1st-97-98.	On the 31st March 1897, as shown in the last report.	Opened during 1897-98. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898.				
	Miles. 7,654.09	Miles. 6,543.01	Miles. 89.85	Miles. —2.58	Miles. 6,630.28	Miles. 1,023.81	Miles. 10.14		
	503.42	478.47	...	...	478.47	24.95	...	L	
	85.92	85.92	...	...	85.92	...	...	LI	(a) The mileage given against this railway is exclusive of the existing line of the Lucknow-Bareilly railway, 3.66 miles, being utilized between Daliganj and Aishbagh.
	79.60	(b) 34.57	45.03	...	79.60	...	...	LII	(b) Including the length, Bara Banki to Burhwal, laid on a mixed gauge.
	71.26	...	...	...	...	71.26	...		(c) Under construction. The Native State section of this railway forms an integral part of the Jodhpore section of the Jodhpore-Bickaneer railway.
	740.20	598.96	45.03	...	643.99	96.21	...		
	4.79	4.79	...	...	4.79	...	...	LIII	(d) Excluding 48.75 miles of the existing Hyderabad-Shadipalli, standard gauge, railway, between Shadipalli and Rahokli junction, to be converted to the metre gauge as also 6.60 miles of the same railway between Rahokli junction and Hyderabad on which a separate metre gauge track will be added.
	53.92	53.92	...	...	53.92	...	...	LIV	
	138.16	36.40	...	...	36.40	121.76	...	LV	
	77.50	77.50	...	...	77.50	...	...	LVI	
	10.00	...	(e) 10.00	...	10.00	...	...	LVII	
	54.59	...	54.59	...	54.59	...	...	LVIII	(e) Constituted a railway with effect from the 1st January 1897.
	59.70	...	...	...	...	59.70	...	LIX	Under construction.
	53.81	...	...	...	...	53.81	...	LX	Under construction.
	18.00	...	...	...	...	18.00	...	LXI	Under construction.
	16.81	...	...	...	...	16.81	...	LXII	Under construction.
	507.28	172.61	61.59	...	237.20	270.08	...		
	92.63	92.63	...	...	92.63	...	...	LXIII	
	29.07	29.07	...	...	29.07	...	...	LXIV	
	51.35	51.35	...	...	51.35	...	...	LXV	
	15.75	15.25	...	...	15.25	0.50	...	LXVI	
	37.98	...	...	...	...	37.98	...	LXVII	Under construction.
	239.81	...	...	...	...	389.81	...	LXVIII	Under construction.
	616.59	188.30	...	...	188.30	428.29	...		
	455.31	320.50	...	...	320.50	134.81	...	LXIX	
	94.07	43.50	...	...	43.50	50.57	...	LXX	(f) Worked by the Bombay, Baroda and Central India Railway Company as a temporary measure up to the 31st December 1897, after which date the working was taken over by the Meywar State.
	66.83	60.39	...	...	60.39	6.44	...	LXXI	(g) Including 4.60 miles of Bhavnagar Dock estates and Junagadh quarry lines.
	333.46	(g) 333.46	...	...	333.46	...	...	LXXII	(h) Including 3.99 miles of Bedi Bandar Dock Estate sidings.
	46.23	46.23	...	...	46.23	...	...	LXXIII	
	54.28	...	54.28	...	(h) 54.28	...	...	LXXIV	Under construction.
	72.78	...	...	...	...	72.78	...	LXXV	Under construction.
	21.00	...	...	...	...	21.00	...		
	1,143.96	804.03	54.28	...	858.36	285.60	...		
	51.00	51.00	...	...	51.00	...	...	LXXVI	
	7.80	7.80	...	...	7.80	...	...	LXXVII	
	14.45	...	14.45	...	14.45	...	...	LXXVIII	
	73.25	58.80	14.45	...	73.25	...	...
	10,735.37	8,365.76	268.20	—2.58	8,031.38	2,103.99	10.14		

Statement showing the gauge and classification of railways and the lengths of

Classification No.	RAILWAY.	Name of working or constructing agency.	Date of first opening for traffic.	SANCTIONED MILE		
				At the end of 1897-98 as shown in the last report.	Sanctioned during 1897-98. (Appendix B)	Corrections of mileage.
				Miles.	Miles.	Miles.
	SPECIAL GAUGES.					
	State line worked by company.					
LXXXIX	RAIPUR-DHANTARI BRANCH (BENGAL-NÁGPUR) (2' 0") (a).	Bengal-Nágpur Railway Company.	.....	56·67	...	...
	TOTAL . . .	.....	.....	56·67	...	...
	State line worked by the State.					
LXXX	JORHÁT (2' 0")	State agency	15th Dec. 1884	28·00	...	+0·25
	TOTAL . . .	.....	.....	28·00	...	+0·25
	Assisted companies.					
LXXXI	DARJEELING-HIMALAYAN (2' 0")	Darjeeling Himalayan Railway Company.	23rd August 1880	51·00	...	...
LXXXII	BÁRSI LIGHT (2' 6")	Bársi Light Railway Company	1st March 1897	21·40	33·00	+0·35
	TOTAL . . .	.....	.....	72·40	33·00	+0·35
	Lines owned by native states and worked by companies.					
LXXXIII	THE GAEKWAR'S DADHOI (2' 6")	Bombay, Baroda and Central India Railway Company.	8th April 1873	78·84	...	-0·04
LXXXIV	RAJPIPLA (2' 6")	Bombay, Baroda and Central India Railway Company.	.....	19·73	17·80	-0·70
LXXXV	REWARI (2' 6") (a)	East Indian Railway Company	.....	...	31·00	...
	TOTAL . . .	.....	.....	98·57	48·80	-0·74
	Line owned by native state and worked by state railway agency.					
LXXXVI	COOCH BEHAR (2' 6")	Eastern Bengal State Railway	15th Sept. 1893	24·37	11·50	+1·47
	TOTAL . . .	.....	.....	24·37	11·50	+1·47
	Lines owned and worked by native states.					
LXXXVII	MORVI (2' 6")	Morvi state	11th March 1886	94·36	...	...
LXXXVIII	GWALIOR-SIPRI (2' 0")	Gwalior Durbar . . . . .	.....	72·06	...	...
	TOTAL . . .	.....	.....	167·32	...	...
	Total special gauges . . . . .	.....	.....	447·33	93·30	+1·33
	Total of all railways . . . . .	.....	.....	24,528·58	910·02	+0·12
	Steam tramways working outside municipal limits.					
	HOWRAH-AMTA (2' 0" gauge)	Bengal District Road Tramways Company.	1st July 1897	30·00	...	-1·25
	HOWRAH-SHEAKHALLA (2' 0" gauge)	Bengal District Road Tramways Company.	2nd August 1897	20·00	...	-0·75
	TÁRAKESHWAR-MAGRA (2' 6" gauge)	Bengal Provincial Railway Company.	7th Nov. 1894	31·12	...	...
	POWAYAN (2' 6" gauge)	Powayán Steam Tramway Company.	17th June 1890	39·50	...	...
	DANDOT COLLIERIES (2' 0" gauge)	North Western State Railway .	1st June 1889	6·18	...	...
	BHAGANWALA COLLIERIES (2' 6" gauge)	North Western State Railway .	2nd Oct. 1896	6·85	...	...
	CHEERA-COMPANYGANI (2' 6" gauge)	State agency	16th June 1886	8·00	...	...
	TEZPUR-BALIPARA (2' 6" gauge)	Tezpur-Balipara Steam Tramway Company.	9th Aug. 1894	20·10	...	...
	THATÓN-DUTÍNÁIK (2' 6" gauge)	G. E. L. Dawson, Esq.	11th Feb. 1885	7·76	...	...
	RÁNAGHAT-KRISHNAGARH (2' 6" gauge)	Ránaghat-Krishnagarh Tramway Company.	.....	19·30	...	+1·20
	MANGALDAI (2' 6" gauge)	Mangaldai Steam Tramway Company.	.....	35·00	...	...
	TOTAL . . .	.....	.....	223·51	...	-0·80

-contd.

res sanctioned and open for traffic on the 31st March 1898.

Total sanctioned length at the end of 1897-98.	OPEN MILEAGE.					Length laid with two or more tracks	Classification No.	REMARKS.
	On the 31st March 1897 as shown in the last report.	Opened during 1897-98 (Appendix C.)	Corrections of Mileage.	Total open length on the 31st March 1898.	Length remaining to be finished (Appendix I')			
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
56.67	...	...	...	...	56.67	...	LXXXIX	(a) Commencement of work not yet authorised.
56.67	...	...	...	...	56.67	...		
28.25	28.00	...	+0.25	28.25	...	...	LXXX	
28.25	28.00	...	+0.25	28.25	...	...
51.00	51.00	...	...	51.00	...	...	LXXXI	
51.75	21.40	...	+0.35	21.75	33.00	...	LXXXII	
105.75	72.40	...	+0.35	72.75	33.00	...		
78.80	71.66	7.14	...	78.80	...	...	LXXXIII	
36.83	...	19.03	...	19.03	17.80	...	LXXXIV	
31.00	...	...	...	...	31.00	...	LXXXV	
146.63	71.66	26.17	...	97.83	48.80	...		
37.34	22.12	...	...	22.12	15.22	...	LXXXVI	
37.34	22.12	...	...	22.12	15.22	...		
94.36	94.36	...	...	94.36	...	...	LXXXVII	
72.96	...	...	...	...	72.96	...	LXXXVIII	
167.32	94.36	...	...	94.36	72.96	...		
541.98	288.54	26.17	+0.80	315.31	226.65	...		
1,545.62	20,390.42	743.25	+22.99	21,158.66	4,297.96	1,304.90		
28.75	...	16.50	...	16.50	12.25	...		
19.25	...	17.25	...	17.25	2.00	...		
31.12	31.12	...	...	31.12	...	...
39.50	39.50	...	...	39.50	...	...
6.18	6.18	...	...	6.18	...	1.83		
6.85	6.85	...	...	6.85	...	0.60		
8.00	8.00	...	...	8.00	...	...
20.10	20.10	...	...	20.10	...	...
7.76	7.76	...	...	7.76	...	...
20.20	...	...	...	...	20.20	...		Under construction.
35.00	...	...	...	...	35.00	...		Under construction.
222.71	119.51	33.75	...	153.26	69.45	2.43		

APPENDIX A—*concl'd.*

Statement showing the gauge and classification of railways and the lengths of lines sanctioned and open for traffic on the 31st March 1898.

SUMMARY OF TOTALS.	SANCTIONED MILEAGE.				OPEN MILEAGE.				Length remaining to be finished. (Appendix F.)	Length laid with two or more tracks.
	At the end of 1896-97.	Sanctioned during 1897-98. (Appendix B)	Corrections of mileage.	Total sanctioned length at the end of 1897-98.	On the 31st March 1897.	Opened during 1897-98. (Appendix C.)	Corrections of mileage.	Total open length on the 31st March 1898.		
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	4,343.43	154.11	+2.61	4,500.15	3,740.19	49.08	+2.47	3,791.74	708.41	474.25
State lines worked by the State	5,650.04	93.44	+20.30	5,163.78	4,463.38	...	+20.72	4,489.10	674.68	197.82
Lines worked by guaranteed companies	2,626.19	100.66	-4.01	2,722.84	2,588.12	...	+0.01	2,588.13	134.71	622.69
Assisted companies	854.69	25.00	-2.22	877.47	182.70	399.80	+1.77	584.27	293.20	...
Lines owned by native states and worked by companies	709.07	...	-0.20	708.87	632.87	...	...	632.87	76.00	...
Lines owned by native states and worked by state railway agency.	123.86	80.32	...	204.18	123.86	...	...	123.86	80.32	...
TOTAL	13,707.28	453.53	+16.48	14,177.29	11,736.12	448.88	+24.57	12,209.97	1,967.32	1,294.76
METRE GAUGE.										
State lines worked by companies	7,623.67	33.00	-2.58	7,654.09	6,543.01	59.95	-2.58	6,630.28	1,023.81	10.14
State lines worked by the State	643.99	96.21	...	740.20	598.96	45.03	...	643.99	96.21	...
Assisted companies	385.01	131.76	-9.49	507.28	172.61	64.59	...	237.20	270.08	...
Lines owned by native states and worked by companies	617.14	...	-0.55	616.59	188.30	...	...	188.30	428.29	...
Lines owned and worked by native states.	1,030.91	109.12	+3.93	1,143.96	804.08	54.28	...	858.36	285.60	...
Foreign lines	73.25	...	...	73.25	58.80	14.45	...	73.25	...	...
TOTAL	10,373.97	370.09	-8.69	10,735.37	8,365.76	268.20	-2.58	8,631.38	2,103.99	10.14
SPECIAL GAUGES.										
State line worked by company.	56.67	...	...	56.67	...	...	...	...	56.67	...
State line worked by the State.	28.00	...	+0.25	28.25	28.00	...	+0.25	28.25	...	...
Assisted companies	72.40	33.00	+0.35	105.75	72.40	...	+0.35	72.75	33.00	...
Lines owned by native states and worked by companies	98.57	48.80	-0.74	146.63	71.66	26.17	...	97.83	48.60	...
Line owned by native state and worked by state railway agency.	24.37	11.50	+1.47	37.34	22.12	...	...	22.12	15.22	...
Lines owned and worked by native states	167.32	...	...	167.32	94.36	...	...	94.36	72.96	...
TOTAL	447.33	93.30	+1.33	541.96	288.54	26.17	+0.60	315.31	226.65	...
Total of all railways	24,528.58	916.92	+9.12	25,454.62	20,390.42	743.25	+22.99	21,150.66	4,297.96	1,304.90
Steam trainways working outside municipal limits	223.51	...	-0.80	222.71	119.51	33.75	...	153.26	69.45	2.43

* Made up as follows:

Length sanctioned at the end of 1896-97

Sanctioned during 1897-98

Miles.

21,529.58

916.92

22,446.50

Add—

Rindli Branch, North-Western State Railway, previously omitted

13.81

Net increase due to corrections of mileage

22,460.31

3.31

22,463.62

Less—

Decrease due to the terminus of the Mymensingh-Jamalpur-Jagannathganj railway having been fixed at Jagannathganj in place of Subhankladi

8.00

Net total length sanctioned at the end of 1897-98

25,454.62

Length sanctioned at the end of 1896-97

21,529.58

Net increase in sanctioned mileage in 1897-98

925.04

Railways or sections of railways sanctioned from the 1st April 1897 to the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
	STANDARD GAUGE.			
	State line worked by company.			
I	<i>East Indian—</i>			
	HÁTHRAS ROAD TO HÁTHRAS CITY	5'61	10th June 1897.	
	SHIKOHABAD TO FARUKHABAD	(a)66'00	13th January 1898 .	(a) Commencement of work not yet authorised.
	BÁRÁN TO DALTONGANJ, INCLUDING COLLIERY BRANCH	(a)82'50	16th September 1897.	
	TOTAL .	154'11		
	State lines worked by the State.			
XIII	<i>Oudh and Rohilkhand—</i>			
	GHÁZIABAD TO MORADABAD	(a)87'00	8th April 1897.	
XIV				
XVI	<i>East Coast—</i>			
	RAJAMUNDRY TO KOVÉR	4'55	11th May 1897.	
	TEMPORARY PURI STATION TO NEW PURI STATION	1'89	30th November 1897.	
		6'44		
	TOTAL .	93'44		
	Lines worked by guaranteed companies .			
XVIII	<i>Great Indian Peninsula—</i>			
	CHÁLISGAON TO DHULIA	(a)37'31	15th July 1897.	
XX	<i>Madras—</i>			
	CALICUT TO CANNANORE	(b)59'00	6th May 1897 .	(b) Commencement of work on first 26 miles authorised.
	ARCOT TO RANIPET	4'35	9th December 1897.	
		63'35		
	TOTAL .	100'66		
	Assisted company.			
XXIII	<i>Southern Punjab—</i>			
	NARWANA TO KATHAL	25'00	17th March 1898.	
	Line owned by native state and worked by state railway agency.			
XXXVIII	<i>Ludhiána-Dhuri-Jakkal—</i>			
	LUDHIÁNA via DHURI TO JAKHAL	(a)80'32	6th October 1897.	
	TOTAL STANDARD GAUGE .	453'53		

APPENDIX B—concl'd.

Railways or sections of railways sanctioned from the 1st April 1897 to the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
	METRE GAUGE.			
	State line worked by company.			
XXXIX	<i>Bengal and North-Western Company's section—</i> GANGES GOGRA DOOAB LINES— AZAMGARH TO SHAHGANJ.	33-00	18th May 1897.	
	State line worked by the State.			
L	<i>Eastern Bengal—</i> TEESTA BRIDGE AT KAUNIA AND APPROACHES	4-87	15th July 1897.	
	ALIPUR TO JHAINTI (COOCH BEHAR-SANTRABARI EXTENSION—BRITISH SECTION)	(a) 20-08	20th December 1897 .	(a) Provisionally sanctioned.
		24-95		
LII	<i>Shadipalli-Balotra (British section)—</i> HYDERABAD (SIND) TO JODHPORE FRONTIER	(b) 71-26	13th May 1897	(b) Excluding 48-75 miles of the existing Hyderabad-Shadipalli railway (standard gauge) between Shadipalli and Rahoki Junction to be converted to the metre gauge, as also 6-50 miles of the same railway between Rahoki Junction and Hyderabad on which a separate metre gauge track will be added.
	TOTAL	96-21		
	Assisted companies.			
LV	<i>Bengal Dooars—</i> MALBAZAR TO HANTUPARA	46-00	} 2nd March 1898.	
	DAM DIM TO BAGRAKOTE	6-76		
	DEOMONI HAT TO LALMONIR HAT	69-00		
		121-76		
LVII	<i>Ledo and Tikah-Margherita Colliery (c)—</i> DEHING BRIDGE TO LEDO	10-00	1st January 1897	(c) Constituted a railway from the date.
	TOTAL	131-76		
	Lines owned and worked by native states.			
LXIX	<i>Jodhpore-Bickaneer (Bickaneer section)—</i> KHARI TO LANKABANSAR	8-90	27th January 1898.	
LXX	<i>Oodeypore-Chitor—</i> DEBARI TO CODEXPUR	6-44		
LXXIV	<i>Jeypore—</i> SANGANER TO SEWAI MADHOPUR	72-78	2nd December 1897.	
LXXV	<i>Dhrángadra—</i> WADHWAN TO DHRÁNGADRA	21-00	23rd December 1897.	
	TOTAL	109-12		
	TOTAL METRE GAUGE	370-09		
	SPECIAL GAUGE.			
	Assisted company.			
LXXXII	<i>Bársi Light (2' 6")—</i> BÁRSI ROAD TO PANDHARPUR	33-00	6th January 1898.	
	Lines owned by native states and worked by companies			
LXXXIV	<i>Rajpipla (2' 6")—</i> RAJ PARDI TO NANDOD	(d) 17-80	7th February 1898	(d) Provisionally sanctioned. Commencement of work not yet authorised.
LXXXV	<i>Rewah (2' 6")—</i> REWAH TO SUTNA	(e) 31-00	18th May 1897	(e) Commencement of work not yet authorised.
		48-80		
	Line owned by native state and worked by state railway agency.			
LXXXVI	<i>Cooch Behar (2' 6")—</i> COOCH BEHAR TO ALIPUR (COOCH BEHAR—SAN- TRABARI EXTENSION—NATIVE STATE SECTION).	(a) 11-50	20th December 1897.	
	TOTAL SPECIAL GAUGE	93-30		
	GRAND TOTAL	916-92		

Railways or sections of railways opened for traffic from the 1st April 1897 to the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	STANDARD GAUGE.			
	State lines worked by companies.			
I	<i>East Indian—</i>			
	SALANPUR BRANCH EXTENSION	1.25	31st October 1897.	
IV	<i>Indian Midland—</i>			
	SAUGOR TO DAMOH	47.83	26th March 1898.	
	TOTAL	49.08		
	State lines worked by the state.			
XVI	<i>East Coast—</i>			
	BEZWADA TO KISTNA CANAL JUNCTION	2.66	15th July 1897.	The standard gauge was opened for goods traffic on this date. Not included in total as the metro gauge was opened on the 1st January 1894.
	Assisted company.			
XXIII	<i>Southern Punjab (Delhi-Samāsāta)—</i>			
	DELHI TO SAMASĀTA	399.80	10th November 1897.	
	TOTAL STANDARD GAUGE	(a) 488.88		(a) See remark above against East Coast State railway.
	METRE GAUGE.			
	State lines worked by companies.			
XXXIX	<i>Bengal and North-Western (Company's section)—</i>			
	SALIMPUR TO BAEHAJ	12.77	1st December 1897.	
	MOHINPURWA TO KATARNIAN GHĀT	27.08	25th March 1898.	
		39.85		
XLIX	<i>Burma—</i>			
	MOGAUNG TO MYITRYINA	37.00	} 1st January 1898 ...	For goods traffic.
	MYONHAUNG TO SEDAW	13.00		
		50.00		
	TOTAL	89.85		
	State line worked by the state.			
LI	<i>Cawnpore-Burhwal (metre gauge link)—</i>			
	AISHBAGH TO CAWNPORE	45.03	25th April 1897 ...	For goods traffic. For passenger traffic on the 15th May 1897.
	Carried over ...	134.88		

N.B.—Where not otherwise stated, the dates given refer to opening for both passenger and goods traffic.

APPENDIX C—concl'd.

Railways or sections of railways opened for traffic from the 1st April 1897 to the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	Brought forward .	131.88		
	Assisted companies.			
LVII	Ledo and Tikak-Margherita Colliery— Dching bridge to Ledo	10.00	1st January 1897 ...	For goods traffic. Constituted a railway from this date.
LVIII	Ahmedabad-Parántij—			
	AHMEDABAD TO TALOD	32.75	1st May 1897.	
	TALOD TO PARÁNTIJ	7.75	2nd July 1897.	
	PARÁNTIJ TO IDAR-AHMEDNAGAR	14.09	23rd October 1897.	
		54.59		
	TOTAL .	64.59		
	Lines owned and worked by native states.			
LXXIII	Jámnnagar—			
	RÁJKOT TO JÁMNAGAR	(a) 51.28	8th April 1897 ...	(a) Including 3.49 miles Balli Bandar Dock Estate sidings.
	Foreign line.			
LXXVIII	Káráikkal-Peralam—			
	KÁRAIKKAL TO PERALAM	14.45	14th March 1898.	
	TOTAL METRE GAUGE .	268.20		
	SPECIAL GAUGE.			
	Lines owned by native states and worked by companies.			
LXXXIII	The Gackwar's Dalhoi (2' 6")—			
	VISHVÁMITRI TO PADRA	7.14	1st July 1897.	
LXXXIV	Rajpipla (2' 6")—			
	ANKLESVAR TO RAJ PARDI	19.03	1st July 1897.	
	TOTAL SPECIAL GAUGE .	26.17		
	GRAND TOTAL	(a) 743.25		(a) See remark against East Coast State railway.
	Steam tramways working outside municipal limits.			
	Howrah-Amra (2' 0" gauge)—			
	HOWRAH TO DOMJUR	9.50	1st July 1897.	
	DOMJUR TO JAGATBALÁPORE	7.00	2nd October 1897.	
		16.50		
	Howrah-Sheakhalla (2' 0" gauge)—			
	(b) KADAMTOLLA TO CHANDITOLLA	8.75	2nd August 1897.	(b) Excluding 2 miles (Howrah to Kadamtolla) of the Howrah Amra line, run over by the Howrah-Sheakhalla tramway.
	CHANDITOLLA TO KISTROMPUR	3.75	19th September 1897.	
	KISTROMPUR TO SHEAKHALLA	4.75	7th November 1897.	
		17.25		
	TOTAL .	33.75		

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	RAILWAY.	Mileage open at the end of 1892-93.	OPENED DURING					Mileage open at the end of 1897-98.	Classification No.	REMARKS.
			1893-94.	1894-95.	1895-96.	1896-97.	1897-98.			
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
I	EAST INDIAN	(a) 1,618½	...	(b) 61½	23½	4½	14	1,705	I	(a) Including the Nalhati and Patna-Gya railways incorporated on 1st April and 1st July 1892, respectively.
II	BENGAL CENTRAL . . . .	...	...	...	...	(c) 125	...	125	II	(b) Including the Sakri Ghât branch previously omitted.
III	BENGAL-NÁGPUR	861½	...	...	...	...	...	860½	III	(c) Transferred from "State lines worked by the State" on the 1st January 1897.
IV	INDIAN MIDLAND	677½	...	...	1½	...	47½	727½	IV	(d) Including the Bezwada-Godávri section of the East Coast State railway, opened on the 20th February 1893.
V	BHOPAL-ITÁRSI (BRITISH SECTION)	13	...	...	...	...	...	13	V	(e) Portion of the East Coast State railway referred to in remark (d) retransferred to the State for working from the 1st January 189½.
VI	GODHRA-RUTLAM-NÁGDÁ	25	20	70½	...	25½	...	14½	VI	(f) Treated as an integral part of the East Coast State railway.
VII	WARDHA COAL	45	...	...	...	...	...	45	VII	(g) Although still an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
VIII	DHOND-MANMÁD	145½	...	...	...	...	...	145½	VIII	(h) Including the Jammu and Kashmir railway (British section) and the Amritsar-Pathankot railway and 6 miles of military line not used for public traffic.
IX	BEZWADA EXTENSION (EAST COAST STATE)	(d) 112½	(e) —91	(f) —21½	(g) 20½	...	...	20½	IX	(i) Including the Mushkaf-Bolan railway, which was utilized for the carriage of both goods and passengers for a short period while traffic was suspended on the Sind-Pishin section owing to the line being breached, but actual opening has been deferred to facilitate the completion of the double line between Ab-i-Gum and Kolpur.
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRÁS) . . . .	...	...	...	9	...	...	8½	X	(j) Transferred to "State lines worked by companies" on the 1st January 1897.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . .	...	—71	110½	54½	155½	49	...		(k) Including the Bezwada-Godávri section transferred for working from "State lines worked by companies."
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,493½	3,422½	3,533	3,588½	3,740	...	3,791½		(l) Including the Bezwada extension of the East Coast State railway.
	State lines worked by the State.									
XI	NORTH WESTERN	(h) 2,427½	...	...	103½	(i) 264	...	2,817	XI	(m) The Bezwada extension of this line has been excluded, for reasons given in remark (g) and shown under "State lines worked by companies." Excludes also the metro gauge link between Tadépalli and Bezwada.
XII	HYDERABAD-SHADIPALLI	59	...	...	...	...	...	59	XII	(n) Including 2·66 miles (laid on the mixed gauge) and 0·33 mile (metro gauge).
XIII	ODDH AND ROHILKHAND	693½	48½	56	...	15½	...	812½	XIII	
XIV	EASTERN BENGAL	243½	...	...	...	...	...	253½	XIV	
	BENGAL CENTRAL	125	...	...	...	(j) —125	...	...
XV	CALCUTTA PORT COMMISSIONERS'	6½	...	...	...	...	...	8½	XV	
XVI	EAST COAST . . . .	...	(k) 269½	(l) 111½	(m) 113½	47	...	(n) 538½	XVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . .	...	317½	167½	217½	201½	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,558½	3,876½	4,038½	4,262½	4,468½	...	4,489½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administrations.

Length of railways open for traffic at the end of the official years 1892-93, and 1897-98, and progress made in the opening of railways during the official years 1893-1894 to 1897-98.

Classification No.	RAILWAY.	Mileage open at the end of 1892-93.	OPENED DURING					Mileage open at the end of 1897-98.	Classification No.	REMARKS.
			1893-94	1894-95	1895-96	1896-97	1897-98.			
	STANDARD GAUGE— <i>concl'd.</i>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA	1,286½	...	...	...	1	...	1,288	XVIII	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460½	...	...	...	...	...	460½	XIX	
XX	MADRAS	839½	...	...	...	...	...	839½	XX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	1	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,586½	2,586½	2,587	2,587	2,588	...	2,588		
	Assisted companies.									
XXI	DELHI-UMBALLA-KALKA	161½	...	...	...	...	...	162½	XXI	
XXII	TARKESSUR	22½	...	...	...	...	...	22½	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAM- ASATA) . . . . .	...	...	...	...	...	399½	399½	XXIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	399½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	183½	183½	183½	183½	182½	...	584½		
	Lines owned by native states and worked by companies.									
XXVII	KHÁMGAON	7½	...	...	...	...	...	7½	XXVII	
XXVIII	AMRAOTI	5½	...	...	...	...	...	5½	XXVIII	
XXIX	BÍNA-GOONA . . . . .	...	...	...	72½	...	...	71½	XXIX	
XXX	BHOPAL-UJJAIN . . . . .	...	...	...	113½	...	...	113½	XXX	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44½	XXXI	
XXXII	THE NIZAM'S GUARANTEED STATE	(a) 332½	...	...	...	...	...	332½	XXXII	(a) Including the Trimulgherry troop siding.
XXXIII	NÁGDÁ-UJJAIN . . . . .	...	...	...	...	34½	...	34½	XXXIII	
XXXIV	THE GAERWAR'S PETLÁD	13½	...	...	...	...	...	13½	XXXIV	
XXXV	KOLAR GOLD-FIELDS . . . . .	...	...	10	...	...	...	10	XXXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	10	185½	34½	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	402½	402½	412½	598½	632½	...	632½		
	Lines owned by native states and worked by state railway agency.									
XXXVI	RÁJPURA-BHÁTINDA	103	...	...	...	...	...	108	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	124	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	246½	237½	457½	392½	448½	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,348½	10,596½	10,878	11,344½	11,736	...	12,210		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, *vide* previous administration reports.

—contd.

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	RAILWAY.	Mileage open at the end of 1892-93.	OPENED DURING					Mileage open at the end of 1897-98.	Classification No.	REMARKS
			1893-94	1894-95	1895-96	1896-97	1897-98			
	METRE GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN—								XXXIX	
	THIRHOOT SECTION . . .	341½	...	...	...	...	...	341½		
	COMPANY'S SECTION . . .	414½	6	...	...	63½	40	516		
XL	LUCKNOW-BAREILLY SECTION (BOHILKUND AND KUMAON) .	221½	7½	1½	...	...	...	231½	XL	
XLI	RAJPUTANA-MALWA . . .	1,674	...	...	...	...	...	1,674	XLI	
XLII	PALANPUR-DEESA . . .	...	17½	...	...	...	...	17½	XLII	
XLIII	SOUTHERN MAHRATTA . . .	1,043½	...	...	...	...	...	1,042	XLIII	
XLIV	GUNTAKAL-MYSORE FRONTIER	(a) 63	56½	...	...	...	...	119½	XLIV	(a) Transferred from the South Indian railway.
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . .	331½ (b)	(c)—35½	...	...	...	...	296	XLV	(b) Sixty-three miles transferred to the Guntakal-Mysore frontier railway.
XLVI	SOUTH INDIAN . . .	1,042½	...	...	...	...	...	1,041½	XLVI	
XLVII	MATAYARAM-MOTUPET . . .	...	...	54	...	...	...	54	XLVII	(c) Yesvantpur-Dodballapur and Mysore-Nanjangud sections, now shown as Nos. LXV and LXVI, respectively.
XLVIII	ASSAM-BENGAL . . .	...	...	...	159	201½	...	360½	XLVIII	
XLIX	BURMA . . .	...	...	...	...	(d) 886½	50	936½	XLIX	(d) Transferred from "State lines worked by the State"
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	52	55½	159	1,151½	90	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	5,132½	5,183½	5,232	5,390½	6,543	...	6,630½		
	State lines worked by the State.									
L	EASTERN BENGAL—Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch) . . .	478½	...	...	...	...	...	478½	L	
	DACCA SECTION . . .	86	...	...	...	...	...	86		
LI	CAWNPORE-BURHWAL (METRE GAUGE LINK) . . .	...	...	...	...	(e) 34½	45	79½	LI	(e) Including 16½ miles from Burhwal to Bara Banki, and half a mile on the Cawnpore bridge laid on a mixed gauge.
	BURMA . . .	717½	13	15½	141½	(f) —886½	...	...		(f) Transferred to "State lines worked by companies."
	MU VALLEY . . .									
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	13	15½	141½	—832	45	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	1,231½	1,244½	1,310	1,451	569	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, see previous administrative reports.

APPENDIX D—contd.

APPENDIX

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98 and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	RAILWAY.	Mileage open at the end of 1892-93.	OPENED DURING					Mileage open at the end of 1897-98.	Classification No.	REMARKS.
			1893-94.	1894-95.	1895-96.	1896-97.	1897-98.			
	METRE GAUGE—concl'd.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Assisted companies.									
LIII	DEOGHUR	4½	...	...	...	...	...	4½	LIII	
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION) . . .	54	...	...	...	...	...	54	LIV	
LV	BENGAL DOOARS	27	5½	4½	...	...	...	36½	LV	
LVI	DIBRU-SADIYA	77½	...	...	...	...	...	77½	LVI	
LVII	LEDO AND TIRAK-MARGHERITA COLLIERY . . . . .	...	...	...	...	...	10	10	LVII	
LVIII	AHMEDABAD-PARÁNTÍ . . .	...	...	...	...	...	54½	54½	LVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	5½	4½	...	...	64½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	163½	168½	172½	172½	172½	...	237½		
	Lines owned by native states and worked by companies.									
LXIII	THE GAEKWAR'S MEHSANA . .	92½	...	...	...	...	...	92½	LXIII	
LXIV	KOLHÁPUR	29	...	...	...	...	...	29	LXIV	(a) Including the Yesvantpur-Dodballapur section previously included with the Mysore section (Southern Mahratta).
LXV	YESVANTPUR MYSORE FRONTIER	...	(a) 51½	...	...	...	...	51½	LXV	
LXVI	MYSORE-NANJANGÚD . . .	...	(b) 15½	...	...	...	...	15½	LXVI	(b) Previously included with the Mysore section (Southern Mahratta).
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	66½	...	...	...	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	121½	189½	189½	189½	189½	...	188½		
	Lines owned and worked by native states.									
LXIX	JODHPORE-BICKANEER—								LXIX	
	JODHPORE SECTION	364	...	...	...	...	...	364		
	BICKANEER SECTION	364	...	...	...	...	...	364		
LXX	ODDEYPORÉ-CHITOR . . . .	...	...	...	60½	...	...	60½	LXX	
LXXI	BHÁYNAGAR-GONDAL-JUNÁGAD-PORBANDAR	333½	...	...	...	...	...	333½	LXXI	
LXXII	JETALSAR-RÁJEOT . . . . .	...	46½	...	...	...	...	46½	LXXII	
LXXIII	JÁMNAGAR . . . . .	...	...	...	...	...	54½	54½	LXXIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	46½	...	60½	...	54½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	697½	744	744½	804	804	...	858½		
	Foreign lines.									
LXXVI	WEST OF INDIA PORTUGUESE .	51	...	...	...	...	...	51	LXXVI	
LXXVII	PONDICHERRY	7½	...	...	...	...	...	7½	LXXVII	
LXXVIII	KÁRAIKKAL-PERALAM . . . .	...	...	...	...	...	14½	14½	LXXVIII	
	TOTAL MILEAGE OPENED DURING THE YEAR . . . . .	...	...	...	...	...	14½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	58½	58½	58½	58½	58½	...	73½		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR . .	...	183½	75½	360½	299½	268½	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,455½	7,637½	7,706	8,065½	8,365½	...	8,631½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

D—concl'd.

Length of railways open for traffic at the end of the official years 1892-93 and 1897-98, and progress made in the opening of railways during the official years 1893-94 to 1897-98.

Classification No.	RAILWAY.	Mileage open at the end of 1892-93.	OPENED DURING					Mileage open at the end of 1897-98.	Classification No.	REMARKS.
			1893-94.	1894-95.	1895-96.	1896-97.	1897-98.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	SPECIAL GAUGES.									
	State lines worked by the State.									
LXXX	JORHAT (2' 0")	28½	...	...	...	...	...	28½	LXXX	
	Assisted companies.									
LXXXI	DARJEELING-HIMALAYAN (2' 0")	51	...	...	...	...	...	51	LXXXI	
LXXXII	BARSILIGHT (2' 6") . . .	...	...	...	...	21½	...	21½	LXXXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	...	...	...	21½	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	51	51	51	51	72½	...	72½		
	Line owned by native state and worked by company.									
LXXXIII	THE GAEKWAR'S DABHOI (2' 6")	71½	...	...	...	...	7½	78½	LXXXIII	
LXXXIV	RAJPIPLA (2' 6") . . . .	...	...	...	...	...	19	19	LXXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	...	...	...	...	26½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	71½	71½	71½	71½	71½	...	97½		
	Line owned by native state and worked by state railway agency.									
LXXXVI	COOCH BEHAR (2' 6") . . .	...	22½	...	...	...	...	22½	LXXXVI	
	Line owned and worked by native state.									
LXXXVII	MORVI (2' 6")	93½	...	½	...	...	...	94½	LXXXVII	
	TOTAL MILEAGE OF SPECIAL GAUGE RAILWAYS OPENED DURING EACH YEAR . . .	...	22½	½	...	21½	26½	...		
	TOTAL OPEN MILEAGE OF SPECIAL GAUGE RAILWAYS AT THE END OF EACH YEAR . . .	244½	266½	267½	267½	288½	...	315½		
	TOTAL MILEAGE OF ALL RAILWAYS OPENED DURING EACH YEAR . . . . .	...	452½	363½	818½	713½	749½	...		
	TOTAL OPEN MILEAGE OF ALL RAILWAYS AT THE END OF EACH YEAR	18,018½	18,500½	18,851½	19,677	20,390½	...	21,156½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	RAILWAY.	Mileage open at the end of 1892.	OPENED DURING					Mileage open at the end of 1897.	Classification No.	REMARKS.
			1893.	1894.	1895.	1896.	1897.			
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
I	EAST INDIAN	(b) 1,610½	3	49½	36	4½	1½	1,705	I	(a) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
II	BENGAL CENTRAL (a) . . . .	...	...	...	...	...	(h) 125	125	II	
III	BENGAL-NÁGPUR	831½	30	...	...	...	...	860½	III	
IV	INDIAN MIDLAND	677½	...	...	1½	...	...	679½	IV	(b) Including the Nalháti and the Patna-Gya railways incorporated on the 1st April and the 1st July 1892, respectively.
V	BHOPAL-ITÁRSI (BRITISH SECTION)	13	...	...	...	...	...	13	V	
VI	GODHRA-RUTLAM-NÁGDÁ . . . .	...	25	90½	...	25½	...	141	VI	(c) Including the Amritsar-Pathankot railway incorporated on the 1st April 1892 and 6 miles of military line not used for public traffic.
VII	WARDHA COAL	45	...	...	...	...	...	45	VII	
VIII	DHOND-MANNÁD	145½	...	...	...	...	...	145½	VIII	(d) Bezwada-Góddávari section of the East Coast State railway.
IX	BEZWADA EXTENSION (EAST COAST STATE)	21½	(d) 91	(e) —91	...	...	...	20½	IX	
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS) . . . . .	...	...	...	...	8½	...	8½	X	(f) Including the Bezwada Góddávari section of the East Coast, State railway retransferred to the state for working from the 1st January 1894.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . .	...	149	49½	37½	30	126½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,344	3,493½	3,541½	3,579½	3,614½	...	3,749½		(g) The metro gauge line from Tadépalli to Bezwada has been excluded from the mileage of this railway.
	State lines worked by the State.									
XI	NORTH WESTERN	(c) 2,427½	...	...	45½	236½	85½	2,617	XI	(h) Transferred on the 1st January 1897 from "State lines worked by the State."
XII	HYDERABAD-SHADIPALLI	59	...	...	...	...	...	59	XII	
XIII	ODDH AND ROHILKHAND	692½	48½	56	...	15½	...	812½	XIII	(i) Transferred to "State lines worked by companies" on the 1st January 1897.
XIV	EASTERN BENGAL	248½	...	...	...	...	...	253½	XIV	
	BENGAL CENTRAL (a)	125	...	...	...	...	(i) —125	...		(j) Including 2 66 miles (laid on the mixed gauge) and 0·33 mile (metro gauge).
XV	CALCUTTA PORT COMMISSIONERS'	6½	...	...	...	...	...	8½	XV	
XVI	EAST COAST . . . . .	...	174½	(f) 183	(g) 72½	73½	38	(j) 538½	XVI	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	223	239	118	325	—1½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	3,558½	3,781½	4,019½	4,143	4,472½	...	4,489½		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

E—contd.

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	RAILWAY.	Mileage open at the end of 1892.	OPENED DURING					Mileage open at the end of 1897.	Classification No.	REMARKS.
			1893.	1894.	1895.	1896.	1897.			
	STANDARD GAUGE— <i>concl'd.</i>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	Lines worked by guaranteed companies.									
XVIII	GREAT INDIAN PENINSULA	1,286½	...	...	...	1	...	1,288	XVIII	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460½	...	...	...	...	...	460½	XIX	
XX	MADRAS	839½	...	...	...	...	...	839½	XX	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	1	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	2,586½	2,586½	2,587	2,587	2,588	...	2,588		
	Assisted companies.									
XXI	DELHI-UMBALLA KALKA	161½	...	...	...	...	...	162½	XXI	
XXII	TARKESSUR	22½	...	...	...	...	...	22½	XXII	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATÁ) . . . . .	...	...	...	...	...	399½	399½	XXIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	399½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	183½	183½	183½	183½	182½	...	584½		
	Lines owned by native states and worked by companies.									
XXVII	KHÁMGAON	7½	...	...	...	...	...	7½	XXVII	
XXVIII	AMRÁOTI	5½	...	...	...	...	...	5½	XXVIII	
XXIX	BÍNA-GOONA . . . . .	...	...	...	72½	...	...	71½	XXIX	
XXX	BHOPAL-UJJAIN . . . . .	...	...	...	113½	...	...	113½	XXX	
XXXI	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44	...	...	...	...	...	44½	XXXI	
XXXII	THE NIZAM'S GUARANTEED STATE	(a) 332½	...	...	...	...	...	332½	XXXII	(a) Including the Trimulgherry troop siding.
XXXIII	NÁGDÁ-UJJAIN . . . . .	...	...	...	...	34½	...	34½	XXXIII	
XXXIV	THE GAERWAR'S PETLÁD	13½	...	...	...	...	...	13½	XXXIV	
XXXV	KOLAR GOLD-FIELDS . . . . .	...	...	10	...	...	...	10	XXXV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	10	185½	34½	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	402½	402½	412½	598½	632½	...	632½		
	Lines owned by native states and worked by state railway agency.									
XXXVI	RÁJPURA-BHÁTINDA	108	...	...	...	...	...	108	XXXVI	
XXXVII	JAMMU AND KASHMIR (NATIVE STATE SECTION)	16	...	...	...	...	...	16	XXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	124	124	124	124	124	...	124		
	TOTAL STANDARD GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	372	297½	341½	399½	524½	...		
	TOTAL STANDARD GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	10,199½	10,572½	10,863½	11,215½	11,614½	...	12,162		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX E—contd.

APPENDIX

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	RAILWAY.	Mileage open at the end of 1892.	OPENED DURING					Mileage open at the end of 1897.	Classification No.	REMARKS.
			1893.	1894.	1895.	1896.	1897.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	METRE GAUGE.									
	State lines worked by companies.									
XXXIX	BENGAL AND NORTH-WESTERN (a)—								XXXIX	(a) Although for convenience classed amongst state railways, the company's section of this railway is the property of the Bengal and North-Western Railway Company.
	TIRHOOT SECTION . . .	341½	...	...	...	...	...	341½		
	COMPANY'S SECTION . . .	414½	...	...	...	63½	12½	485½		
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON) .	198½	23½	9½	...	...	...	231½	XL	
XLI	RAJPUTANA-MALWA . . .	1,67½	...	...	...	...	...	1,67½	XLI	
XLII	PALANPUR-DEESA . . .	...	17½	...	...	...	...	17½	XLII	
XLIII	SOUTHERN MAHRATTA . . .	1,043½	...	...	...	...	...	1,042	XLIII	
XLIV	GUNTAKAL-MYSORE FRONTIER	63	56½	...	...	...	...	119½	XLIV	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA) . . .	331½	(b)—35½	...	...	...	...	296	XLV	(b) Yesvantpur-Dodballapur and Mysore-Nanjangud sections, now shown as Nos. LXV and LXVI, respectively.
XLVI	SOUTH INDIAN . . .	1,012½	...	...	...	...	...	1,011½	XLVI	
XLVII	MAYAVARAM-MUTUPET . . .	...	...	5½	...	...	...	5½	XLVII	(c) Transferred from "State lines worked by the State."
XLVIII	ASSAM-BENGAL . . .	...	...	...	129½	156½	7½	(g) 390½	XLVIII	
XLIX	BURMA . . .	...	...	...	...	(c) & (d) 886½	1½	887	XLIX	(d) Including 52½ miles opened during 1896.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	62	63½	123½	1,106½	88½	...		(e) Including 16½ miles from Barhwal to Bara Banki, and ½ a mile on the Cawnpore bridge laid on a mixed gauge.
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	5,100	5,170½	5,231½	5,361½	6,468½	...	6,550½		(f) Transferred to "State lines worked by companies."
	State lines worked by the State.									(g) Including the Gauhāti-Jamuna Mukh section, 74½ miles, temporarily closed from the 13th June 1897 on account of damages done by the earthquake.
L	EASTERN BENGAL—Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch)	478½	...	...	...	...	...	478½	L	
	DACCA SECTION . . .	86	...	...	...	...	...	86		
LI	CAWNPORE-BURHWAL (METRE GAUGE LINK) . . .	...	...	...	...	(e) 31½	45	(e) 79½	LI	
	BURMA . . .	717½	18	15½	89	(f)—834½	...	...
	MU VALLEY . . .	...	...	...	...	...	...	...
	TOTAL MILEAGE OPENED DURING EACH YEAR . . .	...	13	15½	89	—799½	45	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR . . .	1,281½	1,294½	1,309½	1,398½	599	...	644		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	RAILWAY.	Mileage open at the end of 1892.	OPENED DURING					Mileage open at the end of 1897.	Classification No.	REMARKS.
			1893.	1894.	1895.	1896.	1897.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	METRE GAUGE—concl'd.									
	Assisted companies.									
LIII	DEOGHUR	4½	...	...	...	...	...	4½	LIII	
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	54	...	...	...	...	...	54	LIV	
LV	BENGAL DOOARS . . . . .	...	32½	4½	...	...	...	36½	LV	
LVI	DIBRU-SADIYA	77½	...	...	...	...	...	77½	LVI	
LVII	LEDO AND TIKAR-MARGHERITA-COILLERY . . . . .	...	...	...	...	...	10	10	LVII	
LVIII	AHMEDABAD-PARÁNTÍJ . . . . .	...	...	...	...	...	54½	54½	LVIII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	32½	4½	...	...	64½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	136½	168½	172½	172½	172½	...	237½		
	Lines owned by native states and worked by companies.									
LXIII	THE GAEKWAR'S MEHSANA	92½	...	...	...	...	...	92½	LXIII	
LXIV	KOLHÁPUR	29	...	...	...	...	...	29	LXIV	
LXV	YESVANTPUR-MYSORE FRONTIER . . . . .	...	(a) 51½	...	...	...	...	51½	LXV	(a) Including the Yesvantpur-Dodballapur section, previously included with the Mysore section (Southern Mahratta).
LXVI	MYSORE-NANJANGÚD . . . . .	...	(b) 15½	...	...	...	...	15½	LXVI	(b) Previously included with the Mysore section (Southern Mahratta).
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	66½	...	...	...	...	...
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	121½	188½	188½	188½	188½	...	188½		
	Lines owned and worked by native states.									
LXIX	JODHPUR-BICKANEER—								LXIX	
	JODHPUR SECTION	364	...	...	...	...	...	364		
	BICKANEER SECTION . . . . .	...	...	...	60½	...	...	60½	LXX	
LXX	ODDETPUR-CHITOR . . . . .	...	...	...	...	...	...	...
LXXI	BHÁVNAGAR-GONDAL-JUNÁGAD-PORBANDAR	333½	...	...	...	...	...	(c) 333½	LXXI	(c) Including 4·50 miles of Bhavnagar Dock estates and Junágad quarry lines.
LXXII	JETALSAR-RÁJKOT . . . . .	...	46½	...	...	...	...	46½	LXXII	
LXXIII	JÁMNAGAR . . . . .	...	...	...	...	...	54½	(d) 54½	LXXIII	(d) Including 3·99 miles Bedi Bandar Dock estate siding.
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	46½	...	60½	...	54½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	697½	744	744½	804	804	...	858½		
	Foreign lines.									
LXXVI	WEST OF INDIA PORTUGUESE	51	...	...	...	...	...	51	LXXVI	
LXXVII	PONDICHERRY	7½	...	...	...	...	...	7½	LXXVII	
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	58½	58½	58½	58½	58½	...	58½		
	TOTAL METRE GAUGE MILEAGE OPENED DURING EACH YEAR . . . . .	...	220½	83	278½	306½	252½	...		
	TOTAL METRE GAUGE OPEN MILEAGE AT THE END OF EACH YEAR	7,405	7,624½	7,705½	7,983½	8,201	...	8,537		

N.B.—The slight differences in the figures are due to corrections of mileage. For information regarding earlier years, vide previous administration reports.

APPENDIX E—concl'd.

Length of railways open for traffic at the end of the calendar years 1892 and 1897, and progress made in the opening of railways during the calendar years 1893 to 1897.

Classification No.	RAILWAY.	Mileage open at the end of 1892.	OPENED DURING					Mileage open at the end of 1897.	Classification No.	REMARKS.
			1893.	1894.	1895.	1896.	1897.			
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	SPECIAL GAUGES.									
	State line worked by the State.									
LXXX	JORHAT (2' 0")	28½	...	...	...	...	...	28½	LXXX	
	Assisted companies.									
LXXXI	DARJEELING-HIMALAYAN (2' 0")	51	...	...	...	...	...	51	LXXXI	
LXXXII	BARSÌ LIGHT (2' 6") . . . . .	...	...	...	...	...	21½	21½	LXXXII	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	21½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	51	51	51	51	51	...	72½		
	Lines owned by native states and worked by companies.									
LXXXIII	THE GAEKWAR'S DABHOI (2' 6")	71½	...	...	...	...	7½	78½	LXXXIII	
LXXXIV	RAJPIPLA (2' 6") . . . . .	...	...	...	...	...	19	19	LXXXIV	
	TOTAL MILEAGE OPENED DURING EACH YEAR . . . . .	...	...	...	...	...	26½	...		
	TOTAL OPEN MILEAGE AT THE END OF EACH YEAR	71½	71½	71½	71½	71½	...	97½		
	Line owned by native state and worked by state railway agency.									
LXXXVI	COOCH BEHAR (2' 6") . . . . .	...	22½	...	...	...	...	22½	LXXXVI	
	Line owned and worked by native state.									
LXXXVII	MORVI (2' 6")	93½	...	½	...	...	...	94½	LXXXVII	
	TOTAL MILEAGE OF SPECIAL GAUGE RAILWAYS OPENED DURING EACH YEAR . . . . .	...	22½	½	...	...	48	...		
	TOTAL OPEN MILEAGE OF SPECIAL GAUGE RAILWAYS AT THE END OF EACH YEAR	214½	266½	267½	267½	267½	...	315½		
	TOTAL MILEAGE OF ALL RAILWAYS OPENED DURING EACH YEAR . . . . .	...	614½	381½	620½	706½	823½	...		
	TOTAL OPEN MILEAGE OF ALL RAILWAYS AT THE END OF EACH YEAR	17,849	(a) 18,463½	18,841	19,466½	20,172½	...	21,014½		

(a) The difference between the mileage shown here and that in Part I of the Administration Report for 1893-94 is due to the inclusion of openings reported after the publication of that report.

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification. No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	STANDARD GAUGE.			
	State lines worked by companies.			
I	<i>East Indian—</i>			
	MOGHAL SARAI TO GYA	126-26		
	BĀRĀN TO DALTONGANJ, INCLUDING THE COLLIERY BRANCH	(a) 82-50		(a) Commencement of work not yet authorised.
	SHIKOHABAD TO FARUKHABAD	(a) 68-00		
	HĀTHRAS ROAD TO HĀTHRAS CITY	5-61		
			280-37	
III	<i>Bengal-Nāgpur—</i>			
	SINI <i>viâ</i> MIDNAPORE TO HOWRAH	170-00		
	MIDNAPORE TO BARANG (CUTTACK)	190-00		
			360-00	
IV	<i>Indian Midland—</i>			
	DAMOH TO KATNI	68-04	68-04	
	TOTAL . . . . .	...	708-41	
	State lines worked by the State.			
XI	<i>North Western—</i>			
	LYALLPUR TO KHĀNEWAL	105-00		
	CAMPBELLPORE CANTONMENT TO BASĀL (NEW PIND SULTĀNĪ)	25-00		
	JAND (b) TO DAUD KHEL	55-00		(b) The length between Basāl (New Pind Sultānī) and Jand, 16 miles, is a part of the open mileage of the Khusālgarh branch of the North Western State railway.
	KOTRI TO HYDERABAD (SIND)	5-30		
XIII	<i>Oudh and Rohilkhand—</i>			
	RAE BARELI TO BENARES CANTONMENT	138-69	190-30	
	GHĀZIABAD TO MORADABAD	(a) 87-00		
XIV	<i>Eastern Bengal—</i>			
	BELGĀCHI TO THE GANGES	2-30	225-69	
	PANCHOOBIA TO THE GANGES	5-50		
	PANCHOOBIA TO FARIDPUR	14-59		
			22-39	
XVI	<i>East Coast—</i>			
	RAJAHMUNDRY TO KOVŪR	4-55		
	TEMPORARY PURI STATION TO NEW PURI STATION	1-89		
			6-44	
XVII	<i>Bezwada-Madras (Ennūr-Bezwada section)</i>			
	ENNŪR TO GUDUR	74-60		
	NELLORE (c) TO TADĒPALLI	155-26	229-86	(c) The existing section of the South Indian, metre gauge, railway between Gudur and Nellore, 24-24 miles, which is under conversion to the standard gauge, will form part of this railway.
			674-68	
	TOTAL . . . . .	...	
	CARRIED OVER . . . . .	...	1,353-09	

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	BROUGHT FORWARD	...	1,383.00	
	STANDARD GAUGE— <i>concl'd.</i>			
	Lines worked by guaranteed companies.			
XVIII	Great Indian Peninsula—			
	CHALISGAON TO DHULIA	(a) 37.31		(a) Commencement of work not yet authorised.
	AMALNER TO JALGAON	34.05		
			71.36	
XX	Madras—			
	CALICUT TO CANNANORE	(b) 59.00		(b) Commencement of work on the first 26 miles authorised.
	ARCOT TO RANIPET	4.35		
			63.35	
	TOTAL	...	134.71	
	Assisted companies.			
XXIII	Southern Punjab (Delhi-Samāsata)—			
	DELHI BREWERY TO DELHI	0.79		
	NARWANA TO KAITHAL	23.00		
XXIV	South Behar (Luckeeserai-Gya)—		23.79	
	LUCKEESERAI TO GYA	79.00		
XXV	Hardwar-Dehra—		79.00	
	HARDWAR TO DEHRA	32.01		
			32.01	
XXVI	Tápti Valley—			
	SURAT TO AMALNER	156.40	156.10	
	TOTAL	...	293.20	
	Line owned by native state and worked by company.			
XXIX	Bina-Goonā—			
	GOONA TO BARA	76.00	76.00	
	Line owned by native state and worked by state railway agency.			
XXXVIII	Ludhiāna-Dhuri-Jakkhal—			
	LUDHIANÁ viā DHURI TO JAKHAL	(a) 80.32	80.32	
	TOTAL STANDARD GAUGE	...	1,967.32	

F—contd.

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	METRE GAUGE.			
	State lines worked by companies.			
XXXIX	<i>Bengal and North-Western—</i>			
	<i>Tirhoot section—</i>			
	HAJEPORE TO BACHHWARA	44 25		
	GARHARA TO KATIHAR	116 75		
		161 00		
	<i>Company's section—</i>			
	TURTIPUR TO BENARES	83 20		
	MAU TO AZAMGARH	27 00		
	AZAMGARH TO SHANGANG	33 00		
	MAU <i>via</i> BALLIA TO REVELGANJ	71 32		
	AUNREIHAR TO GHAZIPUR	29 00		
	BALRAMPUR TO TULSIPUR	20 00		
		263 52		
			424 52	
XLVIII	<i>Assam-Bengal—</i>			
	BADARPUR TO MAKUM	325 32		
	BADARPUR TO SILCHAR	18 62		
	LUMDING TO JAMUNA MUKH	37 63		
			381 57	
XLIX	<i>Burma—</i>			
	SEDAW TO THE RIGHT BANK OF THE SALWEEN RIVER	217 72	217 72	
	TOTAL . . . . .	...	1,023 81	
	State lines worked by the State.			
I	<i>Eastern Bengal—</i>			
	TEESTA BRIDGE AT KAUNIA AND APPROACHES	4 87		
	ALIPUR TO JHAINTI (COOCH BEHAR-SANTRABARI EXTENSION, BRITISH SECTION, 2' 6" GAUGE)	(a) 20 08		
			24 95	
LII	<i>Shadipalli-Balotra (British section)—</i>			
	HYDERABAD (SIND) TO JODHPUR FRONTIER	(b) 71 26	71 26	
	TOTAL . . . . .	...	96 21	
	CARRIED OVER . . . . .	...	1,120 02	
				(a) Provisionally sanctioned. (b) Excluding 48 75 miles of the existing Hyderabad-Shadipalli railway (standard gauge) between Shadipalli and Rahoki Junction to be converted to the metre gauge, as also 6 50 miles of the same railway between Rahoki junction and Hyderabad on which a separate metre gauge track will be added.

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles. (See also Appendix A)		REMARKS.
		Miles. ...	Miles. 1,120 02	
	BROUGHT FORWARD			
	METRE GAUGE— <i>concl'd.</i>			
	Assisted companies.			
LIV	Bengal Dooars—			
	MALBAZAR TO HANTUPARA	46'00		
	DAM DIM TO BAGRAKOTE	6'76		
	DEOMONI HAT TO LALMONIR HAT	69 00	121'76	
LIX	Brahmaputra-Sultanpur—			
	SULTANPUR TO KALIGANJ	59 70	59'70	
LX	Mymensingh-Jamálpur-Jagannathganj—			
	MYMENSINGH TO JAGANNATHGANJ	53'81	53'81	
LXI	Segowlie-Raksaul—			
	SEGOWLIE TO RAKSAUL	18 00	18'00	
LXII	Nilgiri—			
	MÉTTUPÁLAYAM TO COONOR	16'81	16 81	
	TOTAL	...	270 08	
	Lines owned by native states and worked by companies.			
LXVI	Mysore-Nanjangúd—			
	NANJANGÚD STATION TO A POINT NEARER NANJAN- GÚD TOWN	0'50	0 50	
LXVII	Birur-Shimoga--			
	BIRUR TO SHIMOGA	37'98	37'98	
LXVIII	Hyderabad-Gó dávari Valley--			
	SECUNDERABAD TO MANMÁD	339'81	339 81	
	TOTAL	...	428'29	
	Lines owned and worked by native states.			
LXIX	Jodhpore-Bickaneer—			
	Jodhpore section—			
	BÁLOTRA TO THE JODHPORE FRONTIER	134 81		
	Bickaneer section--			
	BICKANEER TO KHARI	41'67		
	KHARI TO LANKARANSAR	8 90		
LXX	Oodeypore-Chitor--			
	DEBARI TO OODEYPORE	50'57	185'38	
LXXIV	Jeypore--			
	SÁNGANER TO SEWAI MADHOPUR	6'44	6'44	
		72'78	72'78	
LXXV	Dhrangadhra--			
	WADHWÁN TO DHRANGADHRA	21'00	21'00	
	TOTAL	...	285'60	
	TOTAL METRE GAUGE	...	2,103'99	

F—concl'd.

Railways or sections of railways under construction or sanctioned on the 31st March 1898.

Classification No.	RAILWAY AND SECTION.	Length in miles (See also Appendix A.)		REMARKS.
		Miles.	Miles.	
	SPECIAL GAUGES.			
	State line worked by company.			
LXXXIX	<i>Raipur-Dhantari branch (Bengal-Nágpur) (2' 6")—</i>			
	RAIPUR TO DHANTARI	45.45		
	ABHANPUR TO RAJIM	11.22	56.67	
	Assisted company.			
LXXXII	<i>Bársi Light (2' 6")—</i>			
	BÁRSI ROAD TO PANDHARPUR	33.00	33.00	
	Lines owned by native states and worked by companies.			
LXXXIV	<i>Rajpipla (2' 6")—</i>			
	RAJ PARDI TO NANDOD	(a) 17.80	17.80	(a) Provisionally sanctioned.
LXXXV	<i>Rewah (2' 6")—</i>			
	REWAH TO SUTNA	(b) 31.00	31.00	(b) Commencement of work not yet authorised.
	TOTAL . . . . .	...	48.80	
	Line owned by native state and worked by state railway agency.			
LXXXVI	<i>Cooch Behar (2' 6")—</i>			
	COOCH BEHAR TO ALIPUR (COOCH BEHAR-SANTRABARI EXTENSION, NATIVE STATE SECTION)	(a) 11.50		
	RIGHT BANK OF THE TORSA RIVER TO THE TOWN OF COOCH BEHAR	8.72	15.22	
	Line owned and worked by native state.			
LXXXVIII	<i>Gwalior-Sipri—</i>			
	GWALIOR TO SIPRI (2' 6")	72.96	72.96	
	TOTAL SPECIAL GAUGES . . . . .	...	226.65	
	TOTAL ALL GAUGES . . . . .	...	4,297.06	
	Steam tramways working outside municipal limits.			
	<i>Howrah-Amta (2' 0")—</i>			
	BÁRGACHI TO AMTA	12.25	12.25	
	<i>Howrah-Sheakhalla (2' 0")—</i>			
	CHANDITOLA TO JONAI	2.00	2.00	
	<i>Ránaghat-Krishnagarh (2' 0")—</i>			
	RÁNAGHAT TO KRISHNAGARH	20.20	20.20	
	<i>Mangaldai (2' 6")—</i>			
	RANGAMATI TO GHAGEAPARA	35.00	35.00	
	TOTAL . . . . .	...	69.45	

APPENDIX G.

APPENDIX

Statement showing the total approximate earnings from the 1st January to the 31st March 1898, as compared with the actuals of the corresponding periods of 1896 and 1897.

Classification No.	RAILWAY.	1st January to 31st March 1896.	1st January to 31st March 1897.	1st January to 31st March 1898.	REMARKS.
	STANDARD GAUGE.	Rs.	Rs.	Rs.	
	State lines worked by companies				
I	EAST INDIAN	1,48,59,007	1,55,25,619	1,56,38,000	
II	BENGAL CENTRAL	(a)	2,29,673	2,74,000	(a) See "State lines worked by the State."
III	BENGAL-NÁGPUR	21,51,659	19,35,037	19,59,000	
IV	INDIAN MIDLAND	12,67,054	13,78,400	15,32,000	
VI	GODHRA-RUTLAM-NÁGDÍ	3,13,030	2,85,308	3,15,000	
IX	BEZWADA EXTENSION (EAST COAST STATE)	52,526	48,295	53,800	
X	MADRAS-ENNÚR SECTION (BEZWADA-MADRAS)	(b) 7,877	18,196	13,500	(b) Earnings from the date of opening, viz., 22nd February 1896.
	TOTAL	1,86,51,153	1,94,20,528	1,99,85,300	
	State lines worked by the State.				
XI	NORTH WESTERN (c)	82,40,331	75,43,057	97,80,000	(c) Including the Jammu and Kashmir railway (Native state section).
XII	HYDERABAD-SHADIPALLI	49,525	47,364	53,300	
XIII	ODDH AND ROHILKHAND (including the metre gauge link)	25,85,199	20,65,318	24,08,000	
XIV	EASTERN BENGAL (d)	32,23,475	31,35,833	37,33,000	(d) Including the metre special gauge sections.
	BENGAL CENTRAL	2,11,565	(e)	(e)	(e) See "State lines worked by companies."
XVI	EAST COAST	5,95,316	6,36,506	7,64,000	
	TOTAL	1,49,05,411	1,34,28,078	1,67,38,300	
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA (f)	1,11,43,739	82,43,633	93,76,000	(f) Including the Wardha Coal, the Dhond Manmád, the Khémgaon and the Amráoti railways.
XIX	BOMBAY, BARODA AND CENTRAL INDIA	46,84,561	35,78,406	33,85,000	
XX	MADRAS	26,42,396	27,68,292	27,17,000	
	TOTAL	1,84,70,696	1,46,10,331	1,54,78,000	
	Assisted companies.				
XXI	DELHI-UMBALLA-KALKA	3,34,841	3,30,379	4,91,000	
XXII	TARKESSUR	84,406	87,386	92,900	
XXIII	SOUTHERN PUNJAB (DELHI-SAMÁSATA) . . . . .	...	...	2,38,000	
	TOTAL	4,19,247	4,17,765	8,21,900	
	Lines owned by native states and worked by companies.				
XXIX	BÍNA-GOONA	16,549	30,778	26,100	
XXX	BHOPAL-UJJAIN	(g) 15,029	1,19,139	1,06,000	(g) Earnings from goods traffic only. The line was opened for goods traffic on the 11th November 1895, and for passenger traffic on the 4th April 1896.
XXXI	BHOPAL-ÍTÁRSI (NATIVE STATE SECTION)(h)	1,34,426	1,22,005	1,21,000	
XXXII	THE NIZAM'S GUARANTEED STATE	9,09,308	9,19,954	9,53,000	
XXXIII	NÁGDÍ-UJJAIN . . . . .	...	27,255	30,300	(h) Including the Bhopal-ÍTársi (British section).
XXXIV	THE GAEKWAR'S PETLÁD	20,115	12,630	5,800	
XXXV	KOLAR GOLD-FIELDS	35,745	51,991	52,800	
	TOTAL	11,31,172	12,83,752	12,94,500	
XXXVI	Line owned by native state and worked by state railway agency				
	RÁJPURA-BHÁTINDA	2,82,186	1,85,440	1,72,000	
	TOTAL STANDARD GAUGE	5,38,53,865	4,93,45,894	5,44,90,000	

G.

Statement showing the total approximate earnings from the 1st January to the 31st March 1898, as compared with the actuals of the corresponding periods of 1896 and 1897.

Classification No.	RAILWAY.	1st January to 31st March 1896.	1st January to 31st March 1897.	1st January to 31st March 1898.	REMARKS.
	METRE GAUGE.	Rs.	Rs.	Rs.	
	State lines worked by companies				
XXXIX	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	16,32,604	14,69,220	17,28,000	
	COMPANY'S SECTION				
XL	LUCKNOW-BAREILLY SECTION (ROHILKUND AND KUMAON)	2,59,260	2,15,317	2,81,000	
XLI	RAJPUTANA-MALWA	50,05,128	48,40,559	50,52,000	
XLII	PĀLANPUR-DEESA	10,565	10,796	7,200	
XLIII	SOUTHERN MAHRATTA	17,26,313	15,50,754	12,58,000	
XLIV	GUNTAKAL-MYSORE FRONTIER.	1,15,798	1,21,439	1,20,600	
XLV	MYSORE SECTION (SOUTHERN MAHRATTA).	3,90,268	3,89,354	4,05,000	
XLVI	SOUTH INDIAN	21,61,146	21,73,861	19,97,000	
XLVII	MĀYĀVARAM-MUTUPET	52,710	61,723	55,100	
XLVIII	ASSAM-BENGAL	2,00,634	2,78,049	3,32,000	
XLIX	BURMA	(a)	29,00,244	28,63,000	(a) See "State line worked by the State."
	TOTAL	1,24,54,426	1,40,11,316	1,40,98,300	
	State line worked by the State.				
	BURMA	24,38,960	(b)	(b)	(b) See "State lines worked by companies."
	Assisted companies.				
LIV	ROHILKUND AND KUMAON (COMPANY'S SECTION)	77,263	98,873	87,500	
LV	BENGAL DOOARS	49,188	53,697	44,200	
LVI	DIBRU SADIYA	1,59,322	1,88,306	2,01,000	
LVIII	AHMEDABAD-PARĀNTIS . . . . .	...	...	29,800	
	TOTAL	2,85,773	3,40,876	3,62,500	
	Lines owned by native states and worked by companies.				
LXIII	THE GARHWAR'S MEHSANA	90,614	76,913	79,300	
LXIV	KOLHAPUR	32,394	26,326	18,800	
LXV	YESVANTPUR-MYSORE FRONTIER	54,609	59,969	46,700	
LXVI	MYSORE-NANJANGUD	9,275	7,525	8,800	
	TOTAL	1,86,892	1,70,733	1,53,600	
	Lines owned and worked by native states.				
LXIX	JODHPUR-BICKANEER—				
	JODHPUR SECTION	3,51,792	3,19,169	2,65,000	
	BICKANER SECTION	28,014	37,997	21,600	
LXX	ODDEYPUR-CHITOR	34,918	30,470	27,000	
LXXI	BRĀVNAGAR-GONDAL-JUNĀGAD-PORBANDAR	6,48,430	5,43,919	4,11,000	
LXXII	JETALSAR-RĀJKOT	54,270	51,189	42,600	
LXXIII	JĀMNAGAR . . . . .	...	...	21,300	
	TOTAL	11,17,424	9,82,744	7,68,500	
	TOTAL METRE GAUGE	1,64,83,475	1,55,05,669	1,54,02,900	

APPENDIX G—concl'd.

Statement showing the total approximate earnings from the 1st January to the 31st March 1898, as compared with the actuals of the corresponding periods of 1896 and 1897.

Classification No.	RAILWAY.	1st January to 31st March 1896.	1st January to 31st March 1897.	1st January to 31st March 1898.	REMARKS.
	SPECIAL GAUGES.	Rs.	Rs.	Rs.	
	State line worked by the State.				
LXXX	JORHÁT (2' 0")	11,917	24,779	25,100	
	Assisted company.				
LXXXI	DARJEELING-HIMALAYAN (2' 0") . .	1,67,211	1,55,717	1,38,000	
	Lines owned by native states and worked by companies.				
LXXXIII	THE GAEKWAR'S DABHOI (2' 6") . .	85,431	59,863	44,600	
LXXXIV	RAJPIPLA (2' 6") . . . . .	...	...	2,300	
	Line owned by native state and worked by state railway agency.				
LXXXVI	COOCH BEHAR (2' 6")	19,544	21,339	19,500	
	Line owned and worked by native state.				
LXXXVII	MOEVI (2' 6")	95,547	93,411	73,700	
	TOTAL SPECIAL GAUGES .	3,79,650	3,55,109	3,03,200	
	Total of all railways .	7,07,22,990	6,52,06,672	7,01,96,100	

APPENDIX H.

*Principal commodities carried and the earnings therefrom during 1897 as
compared with the previous year.*

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

Progressive No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		I.—East Indian.				II.—Bengal Central.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	2,879,056	3,349,269	1,01,40,512	1,06,83,966	21,616	16,896	26,703	18,418
2	Cotton, raw	51,432	47,281	8,01,494	8,32,635	70	129	198	679
3	Cotton, manufactured	79,361	84,391	20,06,948	22,09,331	5,418	4,251	15,250	17,021
4	Drugs and chemicals	3,968	4,777	98,585	1,01,010	27	36	177	328
5	Dyes and tans	19,456	18,855	4,54,559	3,86,188	611	197	1,021	646
6	Grain and pulse	820,296	1,121,561	55,22,405	81,90,910	12,860	12,544	20,870	22,161
7	Hides and skins	28,566	39,393	4,64,623	6,37,363	301	592	763	2,058
8	Horns	800	674	13,829	9,597	2	2	12	12
9	Jute	97,818	84,321	8,46,090	8,29,797	45,918	53,999	1,42,530	1,80,295
10	Lac	23,329	26,597	4,20,068	4,07,233	...	...	...	...
11	Leather, manufactured	2,490	1,699	72,481	70,799	49	49	155	269
12	Liquors	7,005	4,898	1,61,069	1,38,265	47	44	181	282
13	Metals	80,218	83,394	9,98,531	9,76,328	1,167	923	3,374	4,032
14	Oils	66,145	61,435	7,56,005	7,05,157	5,568	3,669	10,002	9,603
15	Oil-seeds	296,180	327,150	20,15,136	21,33,888	3,925	4,010	5,809	8,454
16	Opium	9,602	10,526	2,36,552	2,66,780	...	1	...	10
17	Paper and paste-board	7,983	7,649	97,627	1,14,949	248	164	937	1,221
18	Provisions	76,852	74,247	11,18,762	11,94,368	4,498	4,017	10,285	10,717
19	Railway plant and rolling-stock carried for the public and foreign railways.	99,228	193,755	4,01,237	11,97,901	...	...	...	...
20	Salt	264,836	261,337	12,77,091	12,39,620	7,056	6,305	12,114	9,931
21	Saltpetre, &c.	50,796	44,003	5,10,955	4,36,698	...	2	...	4
22	Silk, raw	961	1,073	13,399	15,651	...	...	...	...
23	Silk, piece-goods	141	119	4,337	5,175	...	...	...	...
24	Spices	15,244	19,847	3,13,005	4,17,913	10,135	8,325	24,790	23,469
25	Stone and lime	176,615	174,051	7,10,715	7,58,563	200	233	311	354
26	Sugar	172,804	1,180,266	7,60,048	9,13,495	8,745	6,245	21,166	15,533
27	Tea	1,710	1,679	22,985	33,678	3	6	2	7
28	Timber	46,470	46,965	2,31,109	2,07,927	410	566	1,450	2,185
29	Tobacco	31,646	36,449	3,91,418	4,20,943	1,913	1,483	4,531	6,305
30	Wool, raw	1,062	1,189	20,146	20,147	...	...	...	...
31	Wool, manufactured	1,690	1,923	58,100	68,968	2	15	15	76
32	All other articles of merchandise.	288,154	322,267	28,58,971	30,78,735	11,280	12,859	20,898	29,934
	TOTAL	5,706,935	6,616,200	3,88,09,795	3,89,18,026	145,069	137,007	3,23,574	3,63,973

H.

standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE.

BY COMPANIES.

RY COMPANIES.

III.—Bengal-Nágpur.				IV.—Indian Midland (a).				VI.—Godhra-Rutlam-Nágdā.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
570,928	733,824	2,80,092	3,59,712	2,120	1,501	7,888	5,420	40	77	98	230	1
8,501	8,965	91,161	94,537	21,306	12,510	2,15,316	1,34,785	12,518	13,774	87,896	94,479	2
10,954	11,873	1,51,744	1,90,038	9,263	9,025	1,07,257	1,70,911	5,705	6,139	48,290	55,778	3
216	273	3,900	5,552	410	424	9,930	8,267	272	288	2,037	2,060	4
15,740	10,751	1,25,484	83,383	2,927	3,232	25,355	23,015	1,075	971	8,272	7,693	5
183,669	157,722	15,60,514	13,15,673	139,793	191,055	10,25,962	12,36,257	99,266	44,401	3,23,333	1,43,124	6
5,222	5,956	57,163	94,574	6,079	5,867	75,371	73,497	308	415	1,491	2,755	7
374	280	4,918	3,422	8,266	679	45,963	4,665	7	1	41	4	8
4,696	3,640	64,296	52,595	3,007	3,174	25,413	29,235	2,962	2,717	14,115	11,820	9
9,104	7,952	59,551	43,509	252	120	3,152	1,744	63	52	263	227	10
161	174	1,645	1,629	441	252	10,127	6,401	29	51	216	404	11
82	774	6,620	6,561	1,646	1,221	23,168	19,219	637	509	3,620	2,956	12
3,531	6,094	49,795	84,024	8,717	8,653	92,643	89,473	3,696	3,744	10,898	29,428	13
6,297	6,685	59,723	81,296	3,340	3,644	39,944	73,776	2,775	4,097	14,944	25,966	14
25,681	17,893	3,09,634	1,29,321	27,596	39,729	2,04,176	3,45,688	29,770	18,885	1,05,725	71,483	15
29	24	1,049	889	212	279	1,876	3,156	1,323	1,399	18,410	19,754	16
479	681	11,850	7,792	361	346	7,964	7,191	123	127	836	821	17
6,066	6,897	67,193	67,931	15,678	19,849	1,54,412	1,98,342	4,397	5,419	23,911	29,034	18
52,559	58,793	2,55,159	4,10,270	1,276	13,885	14,187	81,178	8,827	112	18,712	215	19
19,670	41,776	2,64,057	2,78,196	32,839	39,189	2,28,624	2,76,012	26,791	23,223	1,19,189	1,39,618	20
...	...	...	...	377	642	3,535	5,783	73	21	418	85	21
333	470	6,297	7,196	2	...	25	17	1	...	7	1	22
...	...	...	...	7	3	270	122	...	1	5	26	23
1,553	2,917	21,852	64,644	3,665	4,620	59,834	66,936	1,159	2,089	7,619	13,001	24
11,125	12,767	73,159	95,855	25,595	17,945	48,799	35,089	608	589	1,390	1,964	25
6,104	9,606	68,090	1,14,037	23,639	39,501	2,79,254	4,16,806	4,615	7,699	24,267	42,194	26
253	305	1,971	2,266	113	123	2,509	2,872	20	11	158	89	27
24,993	25,817	1,03,922	1,10,071	15,204	15,071	35,795	39,418	1,252	1,665	3,274	4,417	28
2,559	2,427	22,799	24,560	3,161	3,953	38,075	44,363	8,589	6,421	73,201	53,157	29
...	...	...	...	160	142	3,535	2,315	6	4	63	42	30
...	...	...	...	163	173	2,791	2,700	76	27	242	144	31
49,403	43,296	2,32,847	2,26,035	18,473	23,591	1,92,157	2,60,304	33,025	36,244	65,914	86,808	32
1,048,633	12,67,619	39,47,993	39,70,239	401,291	462,733	30,13,622	36,29,141	249,578	186,970	9,86,985	8,30,894	

the Bina-Goonn and the Bhopal-Ujjain railways.

(a) Including the Bhopal-Itarsi, the Bina-Gaona and the Bhopal-Ujjain railways.

Statement showing the quantities of the principal commodities carried and the earnings therefrom on the

STANDARD

Progressive No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		XI.—North Western (a).				XII.—Hyderabad-Shadipalli.			
		Quantity.		Earnings.		Quantity.		Earnings.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
1	Coal and coke carried for the public and foreign railways.	30,343	39,020	1,05,796	1,38,226	143	25	40	12
2	Cotton, raw	48,576	48,530	9,14,932	7,03,282	9,800	9,103	18,956	14,970
3	Cotton, manufactured	38,782	42,088	9,57,117	9,85,996	1,036	1,860	2,657	3,835
4	Drugs and chemicals	10,496	8,535	1,59,082	1,51,725	568	528	1,334	1,077
5	Dyes and tans	11,361	10,647	2,08,289	1,83,616	423	330	680	662
6	Grain and pulse	654,359	740,171	36,26,222	49,40,987	13,158	34,731	15,226	37,557
7	Hides and skins	17,975	20,389	2,19,497	2,61,906	715	823	1,590	1,330
8	Horns	594	360	5,392	3,797	1	2	1	1
9	Jute	22,471	25,410	1,59,651	1,80,542	955	1,371	1,410	1,948
10	Lac	333	290	3,999	3,339	18	22	31	45
11	Leather, manufactured	2,054	2,188	38,933	44,261	57	70	169	154
12	Liquors	13,273	12,075	2,05,911	1,95,987	115	143	337	356
13	Metals	49,753	40,257	8,62,500	6,37,919	982	1,170	1,632	1,199
14	Oils	20,896	20,823	2,94,088	3,07,141	380	562	809	922
15	Oil-seeds	112,652	106,315	8,03,305	7,97,035	10,290	11,525	9,101	12,561
16	Opium	99	110	822	807	3	4	19	28
17	Paper and paste-board	2,559	2,332	40,053	36,097	21	36	41	53
18	Provisions	81,407	103,230	8,84,529	11,67,310	2,648	3,751	6,514	6,910
19	Railway plant and rolling-stock carried for the public and foreign railways.	127,697	183,949	10,20,209	3,79,493	652	12,374	315	2,558
20	Salt	95,415	96,251	6,05,502	6,35,611	740	1,348	502	805
21	Saltpetre, &c.	7,345	7,262	71,276	69,468	295	141	510	266
22	Silk, raw	335	348	6,822	6,152	30	35	93	95
23	Silk, piece-goods	72	122	1,643	2,453	2	9	3	15
24	Spices	9,504	10,457	1,34,083	1,37,021	177	338	326	492
25	Stone and lime	155,552	81,553	4,12,346	1,33,026	2,960	1,287	1,794	827
26	Sugar	149,476	176,116	13,98,241	16,33,173	2,358	3,508	2,908	3,547
27	Tea	3,690	3,416	66,060	66,797	6	9	5	8
28	Timber	53,063	54,638	1,92,935	1,89,638	660	403	565	312
29	Tobacco	13,542	11,791	1,70,627	1,39,282	197	362	295	397
30	Wool, raw	17,443	15,792	5,80,331	4,77,777	373	430	1,450	1,323
31	Wool, manufactured	2,047	2,791	33,978	51,823	16	13	25	15
32	All other articles of merchandise .	220,599	259,400	17,47,619	24,37,222	6,109	4,241	6,989	5,565
	TOTAL	1,973,848	2,126,211	1,59,37,440	1,71,03,912	55,888	90,604	76,630	99,847

(a) Including the Jammu and Kashmir railway (Native state section).

H.—contd.

standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—contd.

BY THE STATE.

XIII.—Oudh and Rohilkhand (b).				XIV.—Eastern Bengal. (c)				XV.—Calcutta Port Commissioners'				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
22,018	17,820	72,874	50,708	137,820	161,016	1,59,178	1,48,511	16,315	14,480	6,080	5,102	1
6,772	7,262	63,457	59,428	4,369	4,805	12,644	18,585	7,727	5,825	2,135	2,999	2
17,828	19,508	1,38,044	1,49,041	43,340	37,635	3,95,415	3,73,823	16,029	15,246	17,544	16,969	3
679	1,035	7,950	11,533	666	1,327	11,944	12,772	250	952	460	840	4
5,119	4,436	38,328	31,101	3,795	3,710	22,591	24,717	1,827	1,979	1,410	1,508	5
333,334	3,16,051	15,03,758	13,07,104	308,988	228,054	10,62,298	7,81,525	116,480	100,504	73,355	60,008	6
5,754	6,205	34,639	38,004	10,986	15,270	60,021	79,184	92	66	93	66	7
673	594	3,362	2,672	116	138	588	507	9	1	9	...	8
9,377	8,786	41,155	42,119	512,607	543,726	39,78,186	40,31,711	338,446	358,498	1,95,298	1,61,946	9
333	404	1,505	2,008	617	576	4,560	4,146	1,802	1,591	1,213	1,574	10
394	436	4,676	4,910	459	485	4,479	5,206	...	4	...	37	11
3,775	4,010	38,117	45,822	1,495	1,568	20,812	21,828	169	135	287	244	12
14,316	15,862	84,334	95,649	21,811	25,427	2,39,155	2,31,197	21,796	42,754	17,726	14,057	13
10,114	9,941	60,317	58,627	103,260	106,152	2,34,883	2,16,500	958	1,165	1,707	1,239	14
47,121	59,252	1,69,567	2,22,182	34,541	53,258	1,28,576	2,02,246	71,927	80,626	20,960	22,763	15
1,033	1,147	33,548	35,502	15	9	264	141	5,436	7,160	4,904	6,482	16
2,787	2,478	15,265	13,794	3,483	3,556	15,068	14,754	3,716	3,701	3,493	3,579	17
9,808	19,395	59,793	1,20,692	20,794	18,187	1,41,378	1,34,413	4,390	3,733	3,633	3,656	18
4,478	35,690	9,903	96,668	1,214	13,033	401	15,372	697	13,325	282	286	19
77,421	79,370	3,00,578	3,25,667	69,735	62,369	2,87,556	2,65,678	131	117	399	84	20
2,307	1,595	9,720	6,421	64	66	438	437	73	1,525	51	111	21
3	1	36	8	210	185	2,166	1,909	19	19	51	55	22
8	6	61	86	12	13	213	245	28	16	46	41	23
4,269	4,331	41,615	46,706	21,684	20,502	1,41,836	1,33,104	11,640	10,335	8,838	9,047	24
25,391	36,038	39,955	57,980	11,961	10,958	31,244	30,959	9,848	4,376	4,191	1,943	25
191,881	115,927	7,85,207	4,62,934	34,508	30,591	1,48,200	1,36,376	7,633	20,329	5,781	7,779	26
312	368	4,030	4,413	39,177	36,358	7,97,591	7,79,037	52,361	43,906	8,360	7,730	27
20,702	25,064	75,975	87,543	6,066	7,113	28,466	31,433	3,170	3,948	2,600	2,967	28
5,666	7,715	32,176	42,971	26,251	28,077	2,49,121	2,59,957	1,732	1,563	1,754	1,372	29
221	148	826	707	1,139	1,434	14,348	17,198	1,739	2,454	1,106	1,710	30
179	207	2,231	2,271	85	127	660	1,103	12	14	17	21	31
128,603	1,23,298	4,91,490	4,82,718	112,641	111,774	4,88,332	4,90,037	31,370	23,159	21,396	19,060	32
1,002,729	9,24,430	41,67,542	39,07,983	1,536,939	1,532,499	86,82,642	84,64,611	777,852	763,556	4,05,184	3,55,175	

(b) Including the Cawnpore-Burhwal (metre gauge link).
(c) Including the metre and special gauge sections of the undertaking.

APPENDICES TO THE ADMINISTRATION REPORT FOR 1897-98.

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

APPENDIX

STANDARD

LINES WORKED BY

Progressive No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED BY THE STATE—concl'd.						XVIII.—Great Indian Peninsula (a).			
		XVI.—East Coast.				XVII.—Great Indian Peninsula (a).				Quantity.	
		Quantity.		Earnings.		Quantity.		Earnings.		Previous year.	1897.
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.		
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
1	Coal and coke carried for public and foreign railways	8,660	12,904	12,903	10,544	172,392	197,351	6,06,023	6,86,605		
2	Cotton, raw	174	347	853	1,276	100,863	159,445	42,17,636	34,09,690		
3	Cotton, manufactured	7,141	7,851	17,118	27,089	42,156	33,016	10,07,257	8,27,975		
4	Drugs and chemicals	216	316	2,332	3,015	25,674	21,362	3,48,891	3,44,704		
5	Dyes and tans	4,404	5,235	17,319	21,433	56,351	38,687	5,79,492	3,96,000		
6	Grain and pulse	79,378	99,872	1,79,722	3,17,393	447,057	391,375	37,16,816	33,76,194		
7	Hides and skins	1,006	1,722	3,673	5,883	16,508	19,602	3,88,943	4,29,744		
8	Horns	141	70	951	458	1,255	1,172	25,000	21,574		
9	Jute	3,651	3,177	12,453	11,505	22,510	15,457	3,04,859	2,04,006		
10	Lao	38	85	245	271	502	361	6,719	5,528		
11	Leather, manufactured	104	20	492	251	2,823	2,474	56,303	44,832		
12	Liquors	301	201	1,857	2,190	9,407	8,931	1,45,654	1,42,113		
13	Metals	48,378	78,721	64,347	1,03,596	42,832	37,871	6,71,060	5,89,562		
14	Oils	4,910	5,401	21,003	24,325	46,262	56,905	6,03,311	6,57,222		
15	Oil-seeds	50,912	24,464	69,033	48,428	342,597	170,152	33,78,583	17,75,837		
16	Opium	21	25	365	659	1,158	902	55,870	38,147		
17	Paper and paste-board	148	132	2,031	1,908	3,876	4,061	91,917	90,555		
18	Provisions	11,327	10,672	30,971	31,602	73,067	67,903	10,38,557	9,87,119		
19	Railway plant and rolling-stock carried for the public and foreign railways.	8,700	50,051	23,512	1,71,163	43,117	31,717	4,30,215	3,20,635		
20	Salt	8,233	14,996	11,530	37,758	145,130	154,415	15,85,104	15,90,805		
21	Saltpetre, &c.	15	24	68	117	3,077	3,001	41,807	31,511		
22	Silk, raw	1	8	6	32	319	259	8,887	6,146		
23	Silk, piece-goods	3	111	14,106	15,912	19,572	21,639	3,23,521	3,75,013		
24	Spices	10,686	23,466	9,118	9,478	19,432	21,956	1,11,424	1,10,053		
25	Stone and lime	26,595	20,719	21,862	28,762	62,019	73,093	7,60,075	8,97,971		
26	Sugar	7,134	4,925	14,590	12,519	339	375	8,844	10,158		
27	Tea	2,141	1,521	10,039	6,289	7,071	7,565	5,58,875	4,15,635		
28	Timber	13	9	176	124	341	447	1,10,057	1,15,888		
29	Tobacco	73	70	735	1,181	991	21,165	8,97,971	10,158		
30	Wool, raw	6,013	8,503	31,932	40,691	118,766	13,16,244	1,15,888	1,15,888		
31	Wool, manufactured	300,540	379,703	5,98,832	9,40,008	2,037,456	1,755,633	2,39,99,587	1,91,30,325		
32	All other articles of merchandise										
	TOTAL										

(a) Including the Wardha Coal, the Dhond-Manmad, the Khámgaon, and the Amráoti railways.

—contd.

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—contd.

GUARANTEED COMPANIES.

XIX.—Bombay, Baroda and Central India.				XX.—Madras (b).				XXI.—Dehli-Umballa-Kalka.				Progressive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
52,571	46,683	2,97,389	2,32,812	95,002	128,048	4,45,318	5,68,837	4,193	8,708	8,874	11,049	1
146,788	125,842	15,59,555	13,87,897	19,185	11,916	2,69,346	1,77,214	2,153	2,280	14,859	12,261	2
31,891	34,509	6,10,938	6,48,425	17,911	18,656	2,43,651	2,55,569	2,967	3,774	26,998	34,426	3
3,401	2,221	50,322	87,853	3,092	3,401	28,351	34,580	617	619	5,283	5,257	4
8,911	7,417	1,46,910	1,23,181	20,622	21,488	1,98,910	2,25,046	443	366	3,951	3,328	5
159,546	161,241	10,01,146	9,45,757	182,393	255,176	11,12,353	14,99,188	18,468	22,955	59,171	66,284	6
3,552	3,181	53,116	45,974	30,121	35,680	4,11,445	4,44,662	474	475	2,633	2,820	7
191	107	3,381	1,875	123	147	1,301	1,510	15	5	130	86	8
10,281	9,449	1,13,219	98,782	7,001	7,007	68,205	66,134	3,683	5,552	16,435	30,065	9
70	44	557	454	119	148	1,279	1,575	24	23	126	189	10
1,015	780	18,321	14,154	218	257	5,737	5,563	397	501	4,094	4,840	11
4,190	3,495	50,583	43,851	9,519	9,612	1,02,115	98,013	5,083	3,857	22,166	18,424	12
38,709	41,527	5,12,709	4,86,764	16,942	22,072	1,72,778	2,21,426	4,510	4,891	29,568	28,044	13
10,987	14,215	1,24,468	1,66,442	16,237	19,099	1,47,596	1,87,852	3,132	4,097	19,009	25,748	14
118,224	95,583	10,70,111	8,75,000	46,056	32,314	2,78,564	1,95,944	591	1,550	2,426	4,810	15
1,384	1,419	52,479	53,187	...	...	...	...	30	38	351	416	16
1,298	1,112	20,191	17,027	459	552	8,171	9,779	605	721	4,032	4,855	17
40,012	43,911	3,81,214	4,02,746	63,426	65,345	4,77,744	5,01,438	8,415	13,164	37,766	64,437	18
40,927	30,732	1,92,354	1,12,531	14,729	7,933	37,518	7,752	1,101	10,161	972	2,014	19
134,899	139,135	4,18,366	4,28,311	49,291	54,196	2,81,391	2,96,654	1,945	2,503	4,731	6,112	20
1,758	1,597	14,428	14,032	334	212	2,411	2,169	472	581	1,721	2,050	21
503	492	14,706	14,516	104	107	2,367	2,232	31	34	330	405	22
41	68	1,420	2,437	73	73	1,972	1,888	4	3	40	33	23
8,921	11,265	1,07,107	1,34,916	17,576	20,612	1,83,783	1,94,360	786	1,335	5,033	7,489	24
33,345	27,471	1,01,831	89,385	41,241	54,852	85,796	95,842	11,393	5,864	23,243	16,169	25
48,816	48,545	6,09,074	6,10,738	40,599	33,490	2,68,548	2,07,233	6,229	14,999	17,477	38,423	26
1,513	837	18,539	11,422	396	468	9,326	10,578	51	99	366	767	27
39,335	38,618	2,75,036	2,70,395	107,992	122,593	3,71,260	4,92,261	1,003	1,198	4,122	4,449	28
26,192	18,980	2,00,328	1,38,963	13,628	13,674	1,22,372	1,22,569	982	1,180	7,306	8,273	29
5,295	4,982	1,20,730	1,10,280	293	558	3,553	7,275	182	254	1,366	1,834	30
475	357	11,140	8,115	587	634	8,292	9,699	135	178	1,157	1,593	31
281,859	251,806	12,57,175	12,77,465	67,765	74,629	6,77,429	7,23,683	31,470	32,950	1,31,450	1,83,893	32
1,256,929	1,170,635	94,09,213	88,11,015	883,334	1,017,949	60,28,945	66,68,525	111,584	144,945	4,57,186	5,90,746	

(b) Including the Madras-Ennūr section (Bozwada-Madras) and the Kolar Gold-fields railway.

APPENDIX I.—THE QUANTITIES OF THE PRINCIPAL COMMODITIES CARRIED AND THE EARNINGS THEREFROM FOR 1897-98.												
Pro- gres- sive No.	DESCRIPTION OF COMMODITY.	ASSISTED COMPANIES—conold.										
		XXII.—Tarkessur.				XXIII.—Southern Punjab (Delhi-Samāsuta).				XXXII.—The Nizam's		
		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	
1	Coal and coke carried for the public and foreign railways.	2,529	2,328	1,062	839	1,011	1,635	229,804	317,189			
2	Cotton, raw	...	2	...	4	878	7,460	545	550			
3	Cotton, manufactured	106	127	202	246	98	1,046	4,994	4,447			
4	Drugs and chemicals	32	9	76	24	42	704	784	812			
5	Dyes and tans	30	21	40	36	60	441	2,762	2,406			
6	Grain and pulse	5,486	8,699	7,457	11,896							
7	Hides and skins	12	21	17	33							
8	Horns	7	11	10	14							
9	Jute	2,023	2,349	2,820	3,259	3,903	14,542	52,425	93,344			
10	Lac	7	2	8	5	47	258	2,718	4,356			
11	Leather, manufactured	...	...	...	...	123	11	329	198		
12	Liquors	...	...	...	...	...	540	2,237	1,840		
13	Metals	127	162	175	8	...	2	21	25			
14	Oils	619	797	783	217	19	491	149	153			
15	Oil-seeds	1,372	1,271	1,328	1,250	13	312	3,453	3,144			
16	Opium	...	...	...	...	69	2,248	4,743	4,463		
17	Papers and paste-board	2	...	...	...	1,645	339	3,810	3,956		
18	Provisions	1,969	2,036	4	1	...	8,124	62,632	25,080			
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	...	2,482	2,613	5	2	19	23		
20	Salt	936	1,075	985	1,072	464	62	482	470			
21	Saltpetre, &c.	...	...	...	...	5	4,728	8,890	9,578		
22	Silk, raw	115	24	158	20	201	43	19	927			
23	Silk, piece-goods	...	...	...	...	...	633	28,490	27,490		
24	Spices	60	102	...	...	194	...	...	...
25	Stone and lime	836	738	117	184	...	666	444	829			
26	Sugar	...	311	263	...	...	...	1	2		
27	Tea	247	305	272	372	33	216	4,043	4,562			
28	Timber	...	...	...	...	108	294	8,173	8,364		
29	Tobacco	121	104	150	816	...	...	...	...
30	Wool, raw	45	47	88	429	...	...	...	...
31	Wool, manufactured.	1	2	4	96	...	...	...	...
32	All other articles of merchandise	...	...	...	...	...	...	...	...
	TOTAL	21,226	25,424	24,756	29,341	5	2,370	13,056	61,748	461,722	553,489	

(a) Including the Bezvada extension (East Coast State).

—contd.

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—*concl.*

GAUGE—concl'd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.				Pro- prio- rio No.
Guaranteed state (a)		XXXIII.—Nāgdā-Ujjain.				XXXIV.—The Gackwar's Petlād.				XXXVI.—Rājputra-Bhātinda.				
Earnings		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Pre-vious year	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
9,43,039	12,71,671	28	77	40	55	...	...	...	...	2,050	1,326	4,560	1,691	1
5,392	4,855	101	3,025	241	10,285	1,079	875	1,126	903	563	338	3,361	1,300	2
73,503	62,014	554	1,333	1,739	3,941	658	714	813	806	619	619	2,952	2,548	3
8,102	8,522	17	8	46	29	177	143	153	117	232	194	1,070	922	4
19,013	18,122	51	91	162	267	134	42	163	52	312	291	1,366	1,315	5
2,87,989	4,75,527	6,693	6,251	14,535	11,203	2,773	4,177	1,996	3,499	115,563	46,264	3,87,243	1,42,978	6
23,849	26,336	7	147	23	397	55	44	62	52	206	195	520	504	7
3,268	1,833	...	...	1	...	3	...	3	...	3	6	13	14	8
17,437	12,219	124	164	291	378	125	130	128	123	1,785	1,167	6,479	4,732	9
249	232	7	11	16	28	...	1	...	1	18	7	60	36	10
1,690	1,768	5	...	17	2	12	9	14	11	112	119	809	834	11
23,995	21,507	1	3	3	6	42	23	66	37	84	104	464	692	12
43,516	47,025	382	611	808	1,300	199	175	294	169	1,613	1,617	4,970	5,774	13
32,078	30,111	143	637	308	1,460	125	120	120	113	598	355	3,034	906	14
3,03,533	1,24,996	67	639	105	1,063	591	178	489	120	8,782	6,378	27,416	15,908	15
904	1,246	14	404	63	1,740	...	...	...	...	34	37	334	450	16
5,493	5,446	4	32	12	131	11	7	12	7	54	93	185	425	17
90,799	91,548	201	379	450	816	223	283	226	307	4,771	4,637	12,845	12,738	18
298	9,454	3,514	8,654	6,122	13,197	...	...	...	...	18,630	3,907	30,536	4,295	19
1,41,177	1,35,808	...	4,992	...	8,474	858	856	1,016	1,221	1,333	1,793	1,728	2,335	20
3,504	6,375	...	...	...	2	2	...	2	...	420	366	1,356	1,186	21
38	32	...	...	...	...	3	...	6	...	10	12	34	53	22
13	11	...	...	...	...	...	...	...	...	...	...	2	3	23
33,293	48,226	53	168	150	346	147	128	150	122	853	1,104	1,650	1,721	24
31,011	31,983	...	38	...	74	1,379	751	934	615	9,337	12,144	6,377	7,142	25
19,554	25,932	394	2,154	846	4,773	646	462	597	702	12,473	13,505	37,331	41,912	26
567	791	...	...	...	...	...	...	...	...	10	12	45	56	27
81,112	73,730	442	154	129	279	1,097	987	899	857	4,147	4,892	11,395	14,695	28
31,993	27,204	211	697	623	2,042	10,579	8,124	11,114	8,265	290	320	592	623	29
252	732	...	15	1	45	16	15	31	20	43	74	266	425	30
1,610	2,032	...	5	4	18	...	...	...	...	65	91	373	422	31
89,719	1,12,657	345	3,075	935	5,531	3,262	3,510	10,797	11,430	11,534	13,585	33,455	35,229	32
23,24,034	26,93,075	15,588	31,664	27,720	67,902	21,296	21,759	31,295	39,647	195,517	115,575	5,84,733	3,04,613	

Statement showing the quantities of the principal commodities carried and the earnings therefrom on

Progressive No.	DESCRIPTION OF COMMODITY.	METRE									
		STATE LINES									
		XXXIX - Bengal and North-Western-Tirhoot section Company's section				XLI-Rajputana-Malwa.				XLII-Palaupur.	
		Quantity		Earnings.		Quantity.		Earnings.		Quantity.	
		Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
1	Coal and coke carried for the public and foreign railways.	41,324	35,089	73,037	63,539	10,762	19,764	42,976	71,210	...	...
2	Cotton, raw	634	770	8,426	9,895	73,870	70,938	10,93,420	10,07,642	...	...
3	Cotton, manufactured	19,225	19,178	1,33,962	1,51,924	31,813	34,019	7,15,225	7,97,494	418	454
4	Drugs and chemicals	1,499	1,402	13,612	12,329	2,032	2,012	40,044	37,937	10	10
5	Dyes and tans	4,707	4,151	38,676	33,697	10,182	8,312	1,45,640	1,32,839	119	232
6	Grain and pulse	311,974	333,688	11,31,302	9,19,327	431,604	426,806	26,43,993	29,30,583	3,864	6,706
7	Hides and skins	5,918	7,315	35,562	37,028	7,094	7,124	80,479	82,357	77	79
8	Horns	35	23	196	210	119	119	1,886	1,273	2	1
9	Jute	9,840	8,868	48,993	44,047	18,030	17,153	1,45,391	1,39,795	120	260
10	Lac	822	1,001	3,161	3,670	683	544	7,536	6,960	9	9
11	Leather, manufactured	383	423	2,779	3,114	929	945	18,703	15,912	10	20
12	Liquors	428	514	4,433	5,907	3,611	3,204	41,556	38,495	254	230
13	Metals	9,762	10,634	50,336	57,406	29,845	28,299	3,69,576	3,42,941	250	273
14	Oils	10,585	9,483	31,722	32,054	8,731	10,195	70,211	81,707	79	82
15	Oil-seeds	97,415	107,420	3,24,720	3,75,704	136,382	117,994	6,80,103	5,72,833	1,594	4,638
16	Opium	500	346	7,224	5,497	3,933	3,225	48,803	37,865	...	...
17	Paper and paste-board	392	267	2,472	1,825	1,357	1,213	24,324	18,232	1	1
18	Provisions	9,061	9,666	44,923	47,367	48,611	47,974	4,25,903	3,86,773	1,262	1,932
19	Railway plant and rolling-stock carried for the public and foreign railways.	...	378	...	3,154	27,451	18,898	1,32,378	51,250	51	6
20	Salt	70,515	69,943	1,84,325	1,88,320	205,709	205,326	18,47,032	19,04,525	393	406
21	Saltpetre, &c.	16,043	15,475	46,053	48,605	18,121	12,801	1,02,059	82,743	4	64
22	Silk, raw	18	19	115	126	292	290	19,378	18,231	...	...
23	Silk piece-goods . . . . .	...	...	...	...	36	46	2,319	2,679	...	...
24	Spices	5,554	5,880	37,604	35,370	14,056	15,839	1,48,710	1,72,249	225	135
25	Stone and lime	8,368	7,845	14,335	12,041	24,931	26,315	99,937	83,953	259	329
26	Sugar	31,894	23,635	1,43,348	89,666	127,263	125,049	12,72,272	13,48,577	2,132	1,927
27	Tea	20	65	152	406	1,290	830	32,202	19,816	5	6
28	Timber	6,545	3,630	21,113	11,801	25,410	24,429	1,03,867	1,05,799	427	418
29	Tobacco	19,821	21,987	1,17,275	1,49,433	17,503	15,449	1,69,864	1,50,553	693	324
30	Wool, raw	46	63	397	554	7,031	6,438	1,20,844	1,06,041	53	116
31	Wool, manufactured	89	125	691	1,167	765	651	22,334	17,814	2	2
32	All other articles of merchandise	53,863	59,477	2,04,600	1,77,957	122,191	116,058	9,15,206	8,83,621	1,356	1,467
	TOTAL	737,287	758,310	27,33,549	25,53,160	1,414,690	1,368,359	1,15,90,246	1,15,50,987	13,730	20,269

H—contd.

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE.

WORKED BY COMPANIES.

Deesa.		XLIII—Southern Mahratta (a).				XLVI—South Indian (b).				XLVII—Májavaram-Mutpet.				Pro- gres- sive No.
Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previ- ous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	4,913	6,349	21,925	30,329	15,755	11,646	12,278	17,921	...	87	...	64	1
1	9	61,864	47,590	4,03,330	2,76,890	14,864	15,245	1,01,172	90,738	7	1	31	4	2
626	731	17,909	18,146	2,27,263	2,32,020	18,700	19,702	2,13,133	2,27,137	608	685	1,912	2,126	3
21	21	2,174	1,966	21,401	23,656	2,257	2,072	21,330	21,048	165	172	388	419	4
141	416	21,793	23,474	1,38,716	1,38,232	13,813	13,754	1,05,484	1,03,444	196	190	332	373	5
3,153	7,518	277,663	320,678	15,30,604	23,25,927	261,659	275,332	9,74,799	8,96,192	30,221	26,501	22,497	19,323	6
83	71	8,260	9,190	67,139	72,748	9,592	9,214	93,060	91,433	103	99	254	262	7
2	2	358	333	3,690	3,189	109	84	823	602	5	3	18	12	8
144	264	10,643	9,127	70,563	71,598	6,775	7,836	37,864	46,832	743	381	997	1,216	9
11	10	37	30	228	234	203	221	1,364	1,512	26	15	33	16	10
20	37	501	521	4,318	4,992	71	63	1,020	827	1	1	3	4	11
252	313	6,371	9,339	55,153	57,777	4,028	4,266	31,583	30,149	46	35	176	155	12
291	293	17,651	17,904	1,63,467	1,56,104	15,373	13,583	1,32,166	1,21,016	742	1,121	1,716	2,615	13
76	76	23,068	25,512	1,56,912	1,80,206	17,619	19,880	1,03,273	1,27,023	727	1,034	1,654	2,761	14
1,610	5,252	64,754	27,076	3,55,523	1,50,974	46,163	27,133	1,81,709	1,12,237	1,375	1,498	1,279	1,605	15
...	...	7	6	146	93	...	...	...	...	...	...	...	...	16
3	3	544	656	7,521	9,577	764	825	12,587	12,977	100	119	302	401	17
1,180	1,911	51,918	49,142	3,76,694	3,28,706	32,726	29,180	2,02,791	1,67,378	1,221	924	1,612	1,363	18
14	2	861	1,079	4,963	6,091	4,115	29,778	13,695	80,061	11	3,935	7	2,838	19
501	512	44,404	51,523	3,12,224	4,04,538	66,878	67,096	2,47,721	2,48,318	3,200	1,473	3,063	1,237	20
4	57	482	449	3,688	3,015	606	370	3,648	1,956	3	3	4	14	21
...	...	174	213	3,587	4,345	96	51	2,321	1,096	1	...	7	2	22
...	...	...	2	11	58	9	4	197	61	...	1	...	1	23
315	233	23,759	35,366	2,10,704	2,85,758	15,974	18,424	1,25,550	1,52,695	1,957	2,969	3,227	6,037	24
197	351	23,766	22,230	54,181	48,471	106,804	103,305	1,46,544	1,29,227	7,952	8,424	4,442	4,518	25
2,234	2,534	53,462	44,219	2,91,322	2,37,629	63,371	54,588	3,42,293	3,06,592	1,113	1,256	1,468	1,623	26
15	9	32	64	652	1,112	539	472	2,797	2,496	1	1	3	3	27
419	468	52,458	48,749	1,63,290	1,35,414	60,973	60,922	1,11,104	1,06,766	1,708	1,140	1,719	1,195	28
908	471	9,371	9,416	56,501	63,212	6,307	7,427	43,231	41,274	52	63	77	83	29
99	328	245	176	3,935	2,787	174	208	2,271	2,872	...	...	2	...	30
4	3	864	818	11,550	10,415	223	245	3,187	3,780	...	...	1	1	31
4,627	6,735	50,372	106,883	2,80,779	4,43,788	109,390	113,578	6,19,259	6,27,516	5,381	7,385	10,290	13,681	32
16,961	28,633	847,277	893,217	50,05,111	57,11,788	894,830	905,534	38,90,224	37,73,176	57,670	60,046	57,534	63,952	

(a) Including the Guntakal-Mysore frontier, the Mysore section (Southern Mahratta), the Kolhapur, the Yesvantpur-Mysore frontier, and the Mysore-Nanjangud railways.

(b) Including the Pondicherry railway.

H—contd.

the standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—contd.

COMPANIES.

LV—Bengal Dooars.				LVI—Dibru-Sadiya.				LVIII—Ahmedabad-Parantij.				Pro- grea- sive No.
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	Previous year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
954	493	4,429	1,695	170,955	180,301	2,01,174	313,789		...		...	1
...	...	...	...	...	...	...	...		1		...	2
27	88	187	569	123	160	2,221	2,595		267		879	3
17	28	129	195	53	30	846	523		6		19	4
11	5	67	34	...	...	...	...		124		474	5
6,369	8,208	31,125	37,261	14,157	15,141	98,862	1,06,757		5,661		12,410	6
79	84	297	311	...	...	...	...		30		96	7
...	...	...	...	...	...	...	...		...		...	8
145	106	505	511	...	...	...	...		106		310	9
...	...	...	...	...	...	...	...		49		123	10
...	2	...	11	...	...	...	...		...		...	11
55	79	475	637	144	147	1,649	1,458		6		28	12
2,717	2,055	20,960	14,596	3,925	2,707	33,536	29,813		186		529	13
232	231	1,632	1,856	1,501	1,420	5,996	5,923		89		212	14
5	45	26	195	...	...	...	...		603		1,154	15
...	...	...	...	...	...	...	...		2		5	16
3	3	20	21	...	...	...	...		6		20	17
346	256	2,403	1,749	475	572	5,211	6,192		343		835	18
...	51	...	58	...	...	...	...		25		3	19
485	459	2,238	2,120	269	394	2,260	3,240	Opened for traffic on the 1st May 1897.	1,112	Opened for traffic on the 1st May 1897.	2,793	20
...	...	...	...	...	...	...	...		3		9	21
...	...	...	...	...	...	...	...		...		...	22
...	...	...	...	...	...	...	...		...		...	23
30	26	201	169	...	...	...	...		175		409	24
206	202	1,175	1,023	1,292	3,135	4,891	5,695		603		678	25
258	207	1,870	1,348	221	285	2,011	2,554		379		1,008	26
11,754	12,659	1,06,017	1,15,482	5,407	6,365	49,672	57,263		...		...	27
191	472	928	2,086	4,549	3,423	18,049	17,056		111		200	28
142	81	432	244	...	...	...	...		159		371	29
...	...	...	...	...	...	...	...		6		28	30
...	...	...	...	...	...	...	...		...		...	31
3,551	3,381	22,418	22,372	6,024	7,469	44,470	39,367		2,307		4,691	32
27,577	29,274	1,97,834	2,04,543	209,095	221,549	4,70,348	5,92,225		12,359		27,494	

—concl'd.

Standard and metre gauge railways during the year 1897, as compared with the previous year.

GAUGE—concl'd.

BY NATIVE STATES. ✓

BY NATIVE STATES.												FOREIGN LINE.				Progressive No.
LXX.—Oodeypore-Chitor.				LXXI.—Bhāvnagar-Gondal-Junāgad-Porbandar (a).				LXXIII.—Jāmnagar.				LXXVI.—West of India Portuguese.				
Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		Quantity.		Earnings.		
Pre-vious year.	1897.	Pre-vious year.	1897.	Pre-vious year.	1897.	Pre-vious year.	1897.	Pre-vious year.	1897.*	Pre-vious year.	1897.*	Pre-vious year.	1897.	Pre-vious year.	1897.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	6,027	3,038	10,236	8,237		220		433	1	1	4	2	1
1,191	879	4,352	3,242	45,053	30,680	2,91,750	2,24,123		13		75	517	41	1,900	120	2
674	677	2,907	2,905	2,785	2,825	21,800	21,623		25		115	756	291	3,229	1,336	3
34	35	166	137	126	132	1,439	1,596		2		15	33	27	168	118	4
118	151	505	632	716	699	4,518	4,266		8		25	33	1	132	3	5
3,422	1,562	5,687	3,168	15,951	55,329	1,61,431	1,96,826		2,201		5,955	13,751	4,265	39,505	10,698	6
177	100	331	281	510	567	3,872	4,571		19		74	41	39	147	135	7
...	3	1	13	14	16	87	79		...		1	...	...	...	...	8
128	117	231	227	1,633	1,355	7,931	7,321		19		73	12	19	47	75	9
16	13	42	50	17	17	131	151		...		2	...	...	...	...	10
13	7	76	33	56	48	685	577		...		2	...	...	...	...	11
12	9	87	89	179	167	1,651	1,751		4		17	140	61	513	201	12
597	373	963	1,288	6,136	3,969	32,997	23,750		25		116	2,362	2,865	7,977	5,825	13
139	131	357	399	4,808	4,807	21,715	23,088		39		156	8,355	5,932	23,979	16,208	14
667	680	753	1,005	12,218	9,039	43,201	32,829		214		560	2,509	28	7,521	84	15
46	38	231	187	74	20	328	393		...		...	...	...	...	...	16
32	24	116	99	150	123	1,297	1,120		4		16	...	...	...	...	17
674	568	1,823	1,604	10,205	10,160	55,186	55,131		178		725	19	28	77	111	18
20	4	15	3	1,830	1,470	3,550	6,611		1		1	...	...	...	...	19
1,162	990	2,417	2,450	5,588	4,433	8,968	7,354	Opened for traffic on the 8th April 1897.	47	Opened for traffic on the 8th April 1897.	52	11,066	10,284	31,478	22,215	20
48	33	117	104	76	48	519	308		1		2	...	...	...	...	21
...	...	...	2	7	7	90	89		1		7	...	...	...	...	22
1	...	7	3	1	3	3	28		...		2	...	...	...	...	23
135	324	364	757	1,620	1,572	9,592	9,647		42		195	411	171	1,775	692	24
380	2,643	947	2,907	56,535	57,952	41,363	38,363		79		111	12	3	36	7	25
1,076	1,118	2,605	2,916	9,547	11,636	41,832	55,036		53		128	372	127	1,204	327	26
...	2	6	8	7	14	76	141		...		1	8	11	33	42	27
58	56	161	148	22,686	21,783	1,18,485	1,13,906		46		149	828	241	2,115	644	28
630	472	1,923	1,402	1,484	1,164	8,109	6,172		28		81	309	291	1,132	1,139	29
40	55	157	226	387	370	3,695	3,420		4		23	...	...	...	2	30
4	1	19	8	11	8	67	66		3		28	25	26	94	115	31
934	1,093	6,112	5,306	11,694	10,997	68,066	67,466		193		965	9,022	6,507	27,617	19,958	32
12,087	12,163	33,679	31,630	218,011	234,719	9,76,834	9,16,078		3,472		10,168	53,535	31,259	1,50,686	80,087	

(a) Including the Jetalsar-Rajkot railway.

*Last six months only.